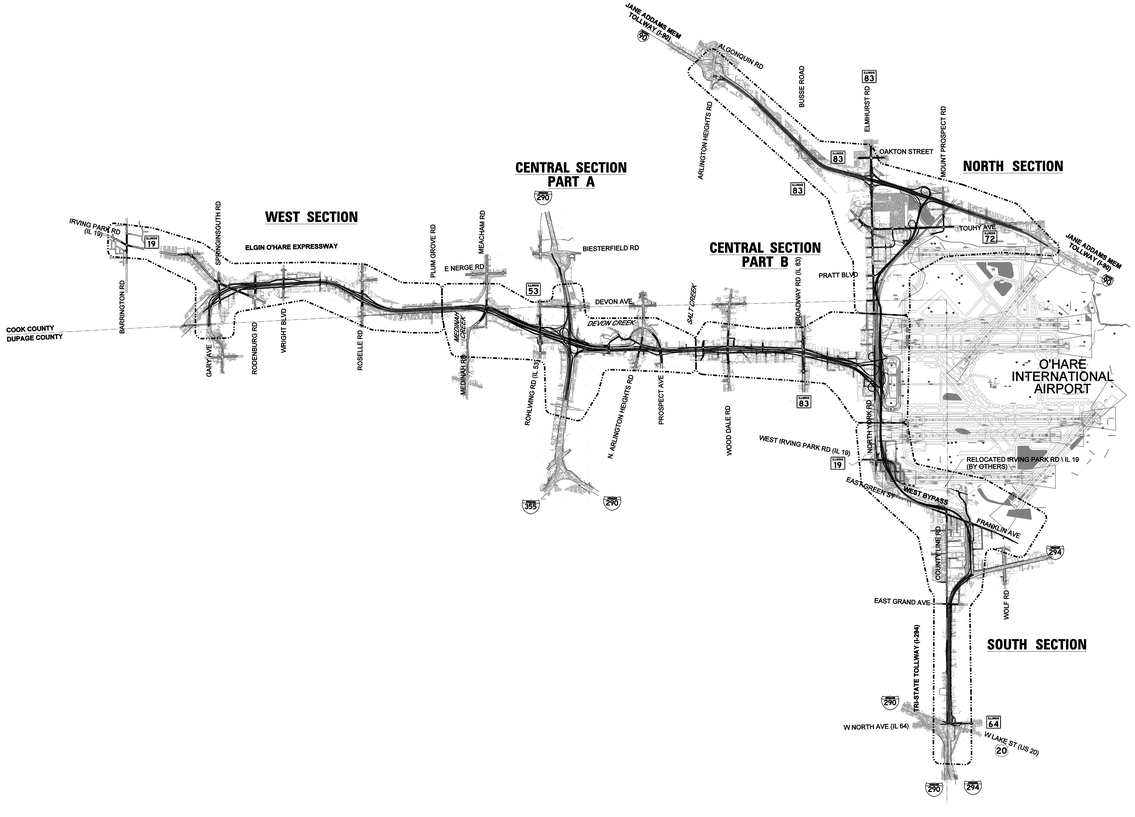
FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			VI	1
ILLINOIS	CONTRACT NO.			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TIER TWO PREFERRED ALTERNATIVE GEOMETRY

(FINAL SUBMITTAL)

JULY 16, 2012



ELGIN O'HARE WEST BYPASS
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Illinois Department of Transportation

CH2MHILL

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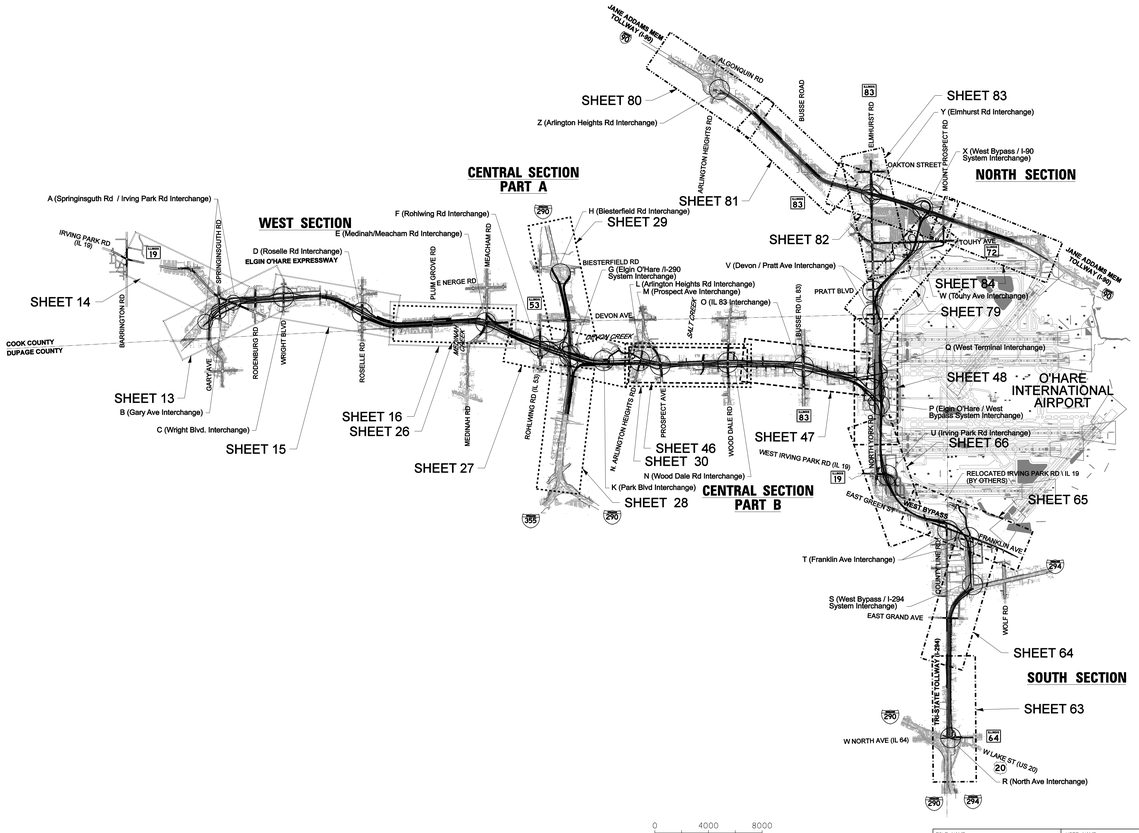

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INDEX OF SHEETS

1	COVER SHEET
2	ROADWAY PLAN SHEET LAYOUT
3 - 11	TYPICAL SECTION SHEETS
	WEST SECTION
12	ROADWAY PLAN SHEET LAYOUT
13 -16	ROADWAY PLAN SHEETS
17 - 24	ROADWAY PROFILE SHEETS
	CENTRAL SECTION - PART A
25	ROADWAY PLAN SHEET LAYOUT
26 - 30	ROADWAY PLAN SHEETS
31 - 44	ROADWAY PROFILE SHEETS
	CENTRAL SECTION - PART B
45	ROADWAY PLAN SHEET LAYOUT
46 - 48	ROADWAY PLAN SHEETS
49 - 61	ROADWAY PROFILE SHEETS
	SOUTH SECTION
62	ROADWAY PLAN SHEET LAYOUT
63 - 66	ROADWAY PLAN SHEETS
67 - 77	ROADWAY PROFILE SHEETS
	NORTH SECTION
78	ROADWAY PLAN SHEET LAYOUT
79 - 84	ROADWAY PLAN SHEETS
85 - 95	ROADWAY PROFILE SHEETS

GENERAL NOTES

1. THESE MASTER PLANS ARE FOR THE PURPOSE OF SUPPORTING THE DEVELOPMENT OF THE DEIS BY DEFINING THE FOOTPRINT AREA AND ROADWAY CONFIGURATION. THESE PLANS DO NOT INCLUDE ALL THE REVISIONS MADE TO THE INITIAL CONSTRUCTION PLANS (CP). THE ICP DESIGN IS CONTAINED WITHIN THE RIGHT-OF-WAY PROVIDED BY THIS PLAN.

2. THE MASTER PLAN AND PROFILES SHOW ALL LIMITS OF IMPROVEMENTS WITHOUT DIFFERENTIATING RESURFACING, WIDENING, OR RECONSTRUCTION. SPECIFIC TYPES OF CONSTRUCTION IMPROVEMENTS WILL BE SHOWN IN SUBSEQUENT DESIGN PHASES.

3. ON PROFILE SHEETS UNIFORM STRUCTURE DEPTHS ARE ASSUMED BASED ON THE CONTROLLING SPAN LENGTH FOR THE MAJORITY OF BRIDGES. BRIDGE DEPTHS SHOWN INCLUDE AN ALLOWANCE FOR CROSS SLOPES AND SUPERELEVATION. THE REQUIRED MINIMUM VERTICAL CLEARANCES ARE LABELED ON THE PROFILE SHEETS,EXCEPT AS NOTED.

4. STRATEGIC MILITARY DEFENSE ROUTING (SMDR) IS CONSIDERED WITHIN THE PROJECT LIMITS. DUE TO ALTERNATE SMDR ROUTES AVAILABLE IN THE AREA, A 15-FT MINIMUM VERTICAL CLEARANCE IS USED ON THE ELGIN-O'HARE EXPY EAST OF I-290 AND THE WEST BYPASS.

5. ROADWAY DESIGN SHOWN REFLECTS TRAFFIC INFORMATION FROM YEAR 2040 MODEL RUN.

6. TYPICAL SECTIONS INCLUDE ADDITIONAL MEDIAN WIDTH RESERVED FOR FUTURE TRANSIT SERVICE (BY OTHERS) ALONG THE ELGIN-O'HARE EXPY. FOR THE NORTH LEG OF THE WEST BYPASS THE FUTURE STAR LINE IS ASSUMED TO BE ON THE EAST SIDE OF THE CORRIDOR. NO ADDITIONAL MEDIAN WIDTH IS PROVIDED ALONG I-90, HOWEVER THE FUTURE STAR LINE MAY BE ACCOMMODATED ON THE SOUTH SIDE OF I-90 WITH ADDITIONAL R.O.W. ACQUISITION.

7. PRELIMINARY RAMP PROFILES WERE DEVELOPED TO ASSESS THE NEED FOR ADDITIONAL RIGHT OF WAY. FURTHER REFINEMENT OF THE RAMP PROFILES, INCLUDING THE GORE AREAS, IS REQUIRED AND WILL BE PERFORMED IN SUBSEQUENT DESIGN PHASES.

8. BRIDGES AND RETAINING WALLS ARE NUMBERED FOR REFERENCE ONLY. BRIDGE AND RETAINING WALL LIMITS WILL BE FURTHER STUDIED AND REFINED THROUGH CROSS SECTION DESIGN IN SUBSEQUENT DESIGN PHASE.

9. I-90 RAMP CONNECTIONS ASSUME THAT THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY (ISTHA) HAS COMPLETED CONSTRUCTION ON THE "I-90 MASTER PLAN".

10. THE DESIGN SHOWN FOR THE NORTH SECTION OF THE WEST BYPASS NEAR DEVON AVE / PRATT BLVD, OVERPASSING THE UNION PACIFIC RAILROAD, ASSUMES THAT THE O'HARE MODERNIZATION PROGRAM HAS DECOMMISSIONED RUNWAY 14R, THEREBY ELIMINATING THE RESULTING AIRSPACE CONSTRAINT.

11. BASE PLANIMETRIC MAPPING FOR THE PROJECT DISPLAYS SEVERAL HOMES ALONG THE SW BOUNDARY OF O'HARE AIRPORT. THESE HOMES HAVE ALREADY BEEN ACQUIRED AND DEMOLISHED BY THE O'HARE MODERNIZATION PROGRAM AND WILL NOT BE DOCUMENTED AS AN IMPACT TO THE PROJECT.

12. CAPACITY IMPROVEMENTS AT THE IL 19/I-290 INTERSECTION AND REALIGNMENT OF IL 19 ALONG THE SOUTHERN BOUNDARY OF O'HARE AIRPORT HAVE BEEN DESIGNED AND WILL BE CONSTRUCTED BY OTHERS. FUTURE TURN LANE IMPROVEMENTS AT INTERSECTIONS ALONG IL 19 ARE PROPOSED AS A PART OF THE ELGIN O'HARE-WEST BYPASS PROJECT.

13. THE RAILROAD BRIDGES PROPOSED WITHIN THE BENSENVILLE RAIL YARD WILL REQUIRE MULTIPLE TRACK REALIGNMENT STAGES TO ACCOMPLISH THE CONSTRUCTION OF THE ROADWAY. ADDITIONAL DETAILS REGARDING TRACK REALIGNMENT WILL BE INCLUDED IN SUBSEQUENT DESIGN PHASES.

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	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
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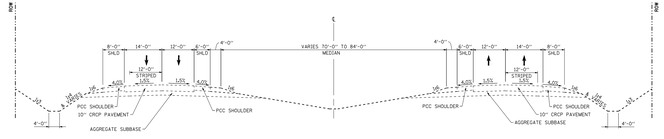
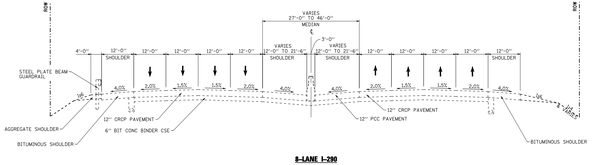
ROADWAY PLAN SHEET LAYOUT
ELGIN O'HARE AND WEST BYPASS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	2
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

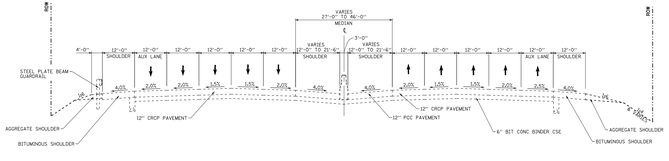
SCALES | SHEET NO. 2 OF 95 SHEETS | STA. | TO STA.



ELGIN-O'HARE EXPRESSWAY



8-LANE I-290



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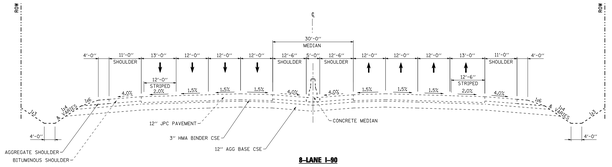
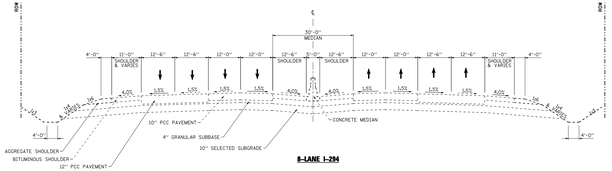
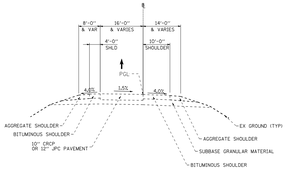


8-LANE I-90



8-LANE I-294



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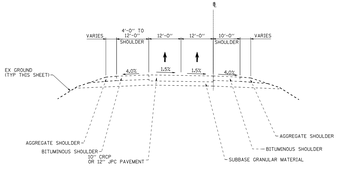
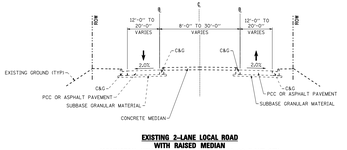
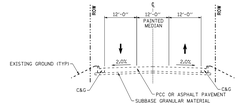


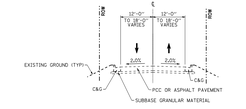
2-LANE RAMP



EXISTING 2-LANE LOCAL ROAD
WITH RAISED MEDIAN
(ARLINGTON HEIGHTS RD, MITTEL BLVD, US 20 (LAKE ST))



EXISTING 2-LANE LOCAL ROAD
WITH PAINTED MEDIAN
(LIVELY BLVD, SUPREME DR, COUNTY LINE RD)



EXISTING 2-LANE LOCAL ROAD
WITH NO MEDIAN
(MITCHELL BLVD, COUNTY LINE RD, NORTHWEST AVE, FRANKLIN AVE)

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	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

ELGIN O'HARE WEST BYPASS
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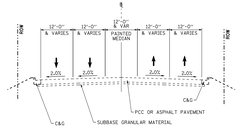
CH2MHILL

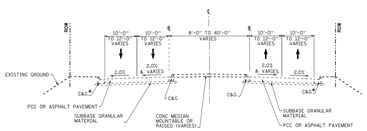
TYPICAL SECTIONS EXISTING

SCALE: | SHEET NO. 3 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	3
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

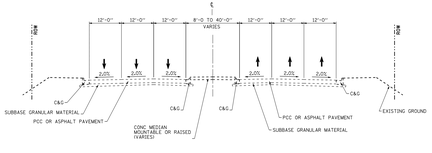


EXISTING 4-LANE LOCAL ROAD
WITH PAINTED MEDIAN
(PROSPECT AVE, WOOD DALE RD, YORK RD&ELMHURST RD, IRVING PARK RD, GRAND AVE, MT. PROSPECT RD)

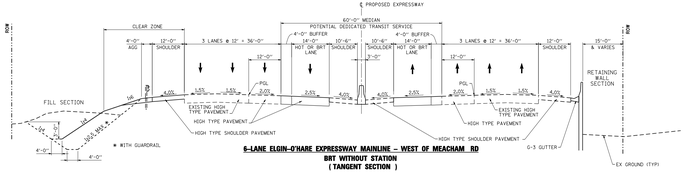


* ASPHALT SHOULDERS ON DEVON AVE

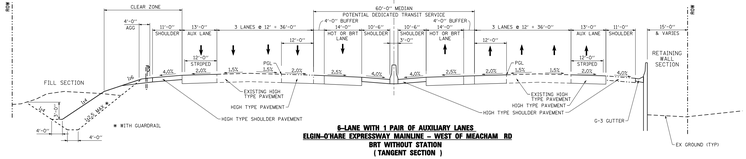
EXISTING 4-LANE LOCAL ROAD
WITH RAISED MEDIAN
(SPRINGINSGUTH RD, ROOSENBURG RD, WRIGHT BLVD, MEDINAH RD / MEACHAM RD, ROHWLING RD, DEVON AVE, PARK BLVD, YORK RD / ELMHURST RD, BARRINGTON RD)



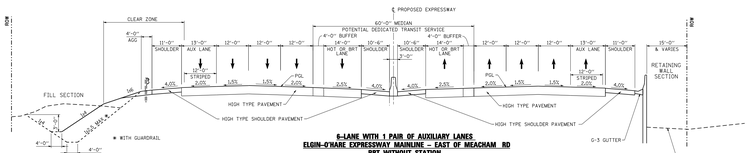
EXISTING 6-LANE LOCAL ROAD
WITH RAISED MEDIAN
(IL 19, ROSELLE RD, IL 83, NORTH AVE, TOUHY AVE)



6-LANE ELGIN-O'HARE EXPRESSWAY MAINLINE – WEST OF MEACHAM RD
BRT WITHOUT STATION
(TANGENT SECTION)



6-LANE WITH 1 PAIR OF AUXILIARY LANES
ELGIN-O'HARE EXPRESSWAY MAINLINE – WEST OF MEACHAM RD
BRT WITHOUT STATION
(TANGENT SECTION)



6-LANE WITH 1 PAIR OF AUXILIARY LANES
ELGIN-O'HARE EXPRESSWAY MAINLINE – EAST OF MEACHAM RD
BRT WITHOUT STATION
(TANGENT SECTION)

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	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
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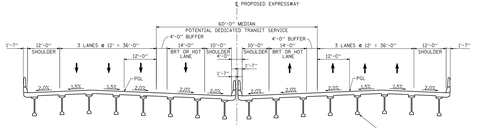
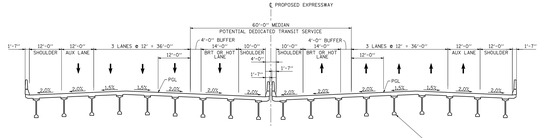
TYPICAL SECTIONS PROPOSED

SCALES | SHEET NO. 4 OF 95 SHEETS | STA. | TO STA.

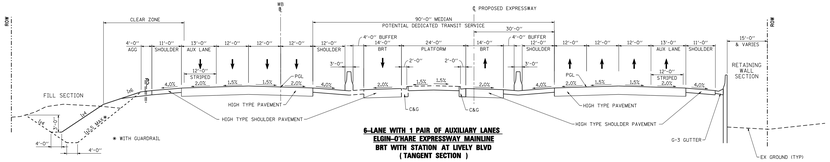
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	4
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



6-LANE ELGIN-O'HARE EXPRESSWAY MAINLINE*
BRT WITHOUT STATION
(BRIDGE SECTION)

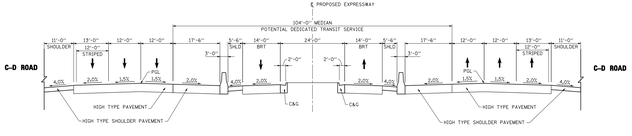


6-LANE WITH 1 PAIR OF AUXILIARY LANES
ELGIN-O'HARE EXPRESSWAY MAINLINE
BRT WITHOUT STATION
(BRIDGE SECTION)



6-LANE WITH 1 PAIR OF AUXILIARY LANES
ELGIN-O'HARE EXPRESSWAY MAINLINE
BRT WITH STATION AT LIVELY BLVD
(TANGENT SECTION)

6-LANE WITH 1 PAIR OF AUXILIARY LANES
ELGIN-O'HARE EXPRESSWAY MAINLINE
BRT WITH STATION
(BRIDGE SECTION)



6-LANE ELGIN-O'HARE MAINLINE
ELGIN-O'HARE EXPRESSWAY AT IL 83 AND PARK BLVD
WITH TRANSIT STATION
(TANGENT SECTION)

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	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
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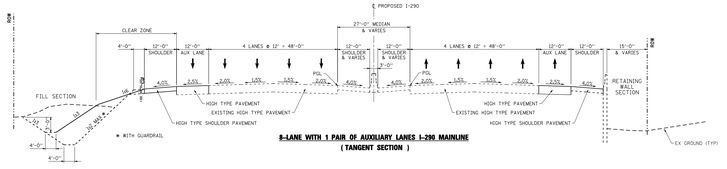
Illinois Department of Transportation
CH2MHILL

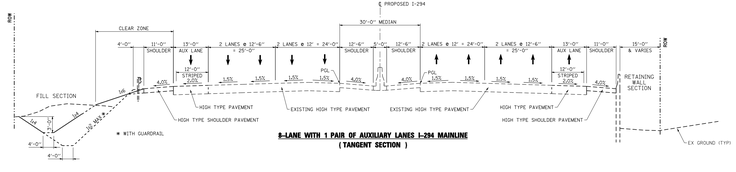
TYPICAL SECTIONS PROPOSED

SCALES | SHEET NO. 5 OF 95 SHEETS | STA. | TO STA.

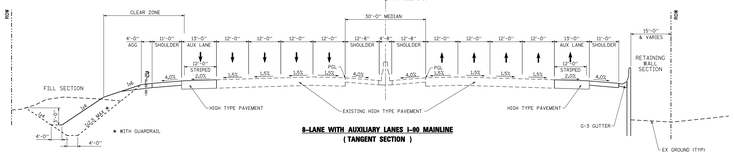
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	5
		CONTRACT NO.		
ILLINOIS	FED. AID PROJECT			



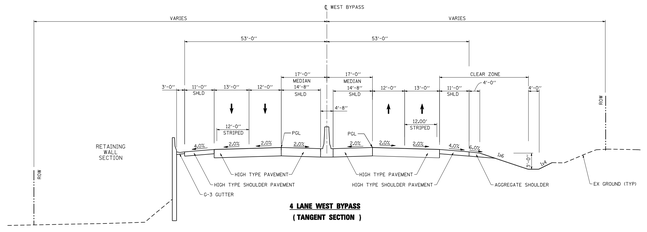
8-LANE WITH 1 PAIR OF AUXILIARY LANES I-290 MAINLINE
(TANGENT SECTION)



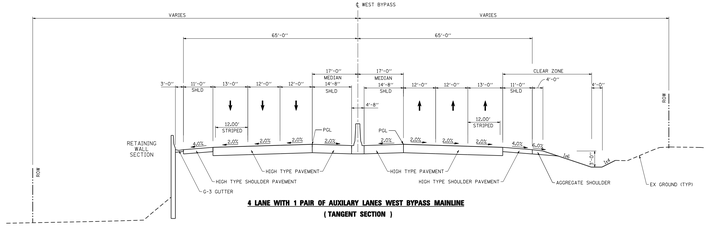
8-LANE WITH 1 PAIR OF AUXILIARY LANES I-294 MAINLINE
(TANGENT SECTION)



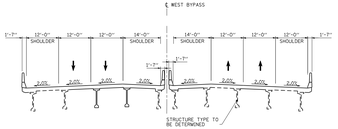
8-LANE WITH AUXILIARY LANES I-90 MAINLINE
(TANGENT SECTION)



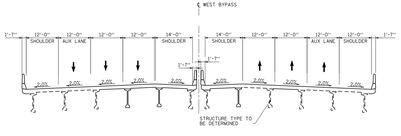
4 LANE WEST BYPASS
(TANGENT SECTION)



4 LANE WITH 1 PAIR OF AUXILIARY LANES WEST BYPASS MAINLINE
(TANGENT SECTION)



4-LANE WEST BYPASS MAINLINE
(BRIDGE SECTION)



4-LANE WITH 1 PAIR OF AUXILIARY LANES WEST BYPASS MAINLINE
(BRIDGE SECTION)

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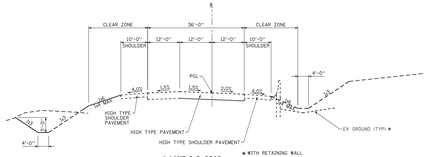
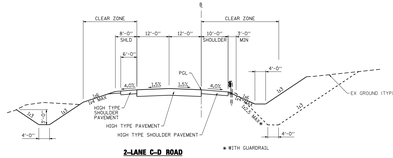
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -		SCALES SHEET NO. 6 OF 95 SHEETS STA. TO STA.

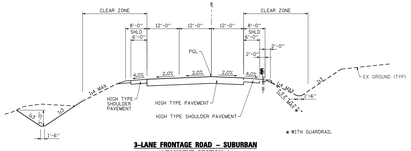
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	6
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



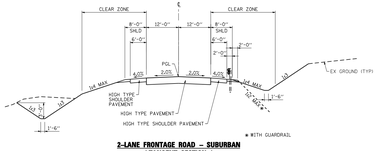
3-LANE C-D ROAD
(TANGENT SECTION)



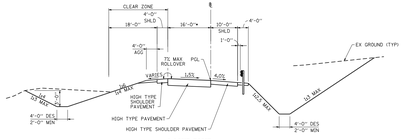
2-LANE C-D ROAD
(TANGENT SECTION)



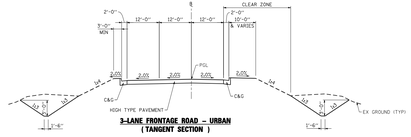
3-LANE FRONTAGE ROAD – SUBURBAN
(TANGENT SECTION)



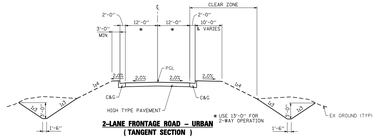
2-LANE FRONTAGE ROAD – SUBURBAN
(TANGENT SECTION)



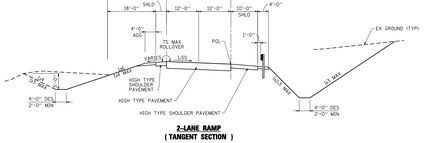
1-LANE RAMP
(TANGENT SECTION)
* 18'-0" FOR LOOP RAMP



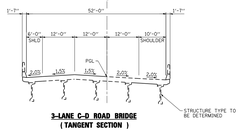
3-LANE FRONTAGE ROAD – URBAN
(TANGENT SECTION)



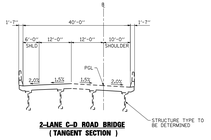
2-LANE FRONTAGE ROAD – URBAN
(TANGENT SECTION)



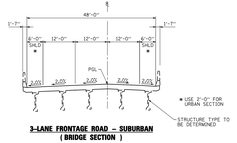
2-LANE RAMP
(TANGENT SECTION)



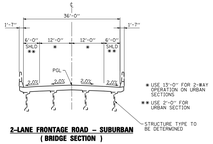
3-LANE C-D ROAD BRIDGE
(TANGENT SECTION)



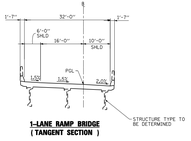
2-LANE C-D ROAD BRIDGE
(TANGENT SECTION)



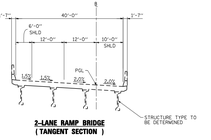
3-LANE FRONTAGE ROAD – SUBURBAN
(BRIDGE SECTION)



2-LANE FRONTAGE ROAD – SUBURBAN
(BRIDGE SECTION)



1-LANE RAMP BRIDGE
(TANGENT SECTION)



2-LANE RAMP BRIDGE
(TANGENT SECTION)

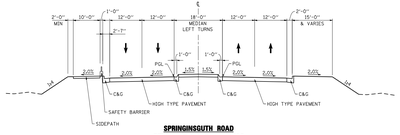
FILE NAME = D:\EOWB-BR-sht-geo\geosol-IBNL.dgn	USER NAME = gapsway	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.
Illinois Department of Transportation
CH2MHILL

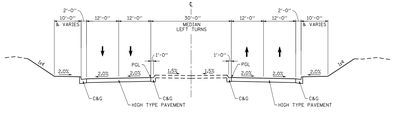
TYPICAL SECTIONS PROPOSED

SCALE: | SHEET NO. 7 OF 95 SHEETS | STA. | TO STA.

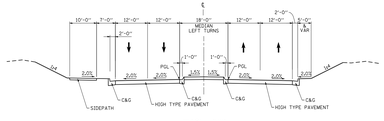
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	7
		CONTRACT NO.		
ILLINOIS	FED. AID PROJECT			



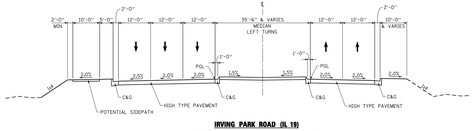
SPRINGINGSOUTH ROAD
BETWEEN RAMP TERMINALS



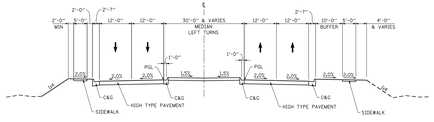
RODENBURG ROAD
BETWEEN FRONTAGE ROADS



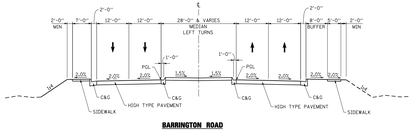
WRIGHT BLVD
BETWEEN RAMP TERMINALS



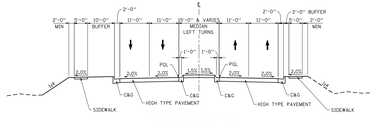
IRVING PARK ROAD (IL 19)
SPRING SOUTH RD TO RODENBURG RD



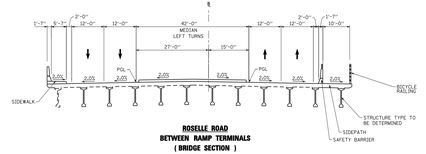
IRVING PARK ROAD (IL 19)
AT WISE ROAD



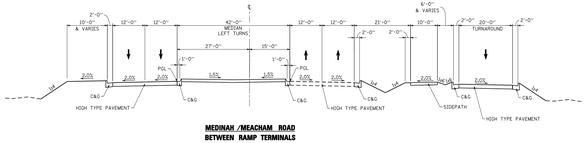
BARRINGTON ROAD
NORTH OF IL 19



IRVING PARK ROAD (IL 19)
WEST OF BARRINGTON ROAD



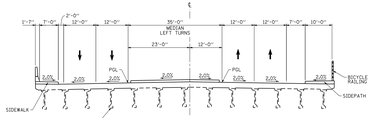
ROSELLE ROAD
BETWEEN RAMP TERMINALS
(BRIDGE SECTION)



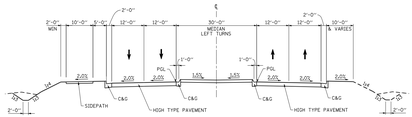
MEDINAH /MEACHAM ROAD
BETWEEN RAMP TERMINALS

FILE NAME = D:\EOWB-BR-sht-geo\geosol-SNL.dgn	USER NAME = gapsway	DESIGNED - CH2M HILL	REVISED -	ELGIN O'HARE WEST BYPASS	**TYPICAL SECTIONS PROPOSED**
		DRAWN - CH2M HILL	REVISED -	communities. opportunities. solutions.	
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		SCALES SHEET NO. 8 OF 95 SHEETS STA. TO STA.
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -		

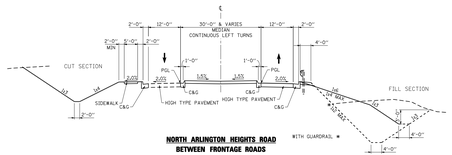
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	8
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



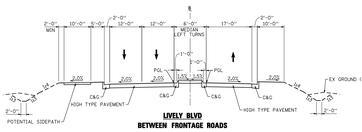
ROHLWING ROAD
BETWEEN RAMP TERMINALS
(BRIDGE SECTION)



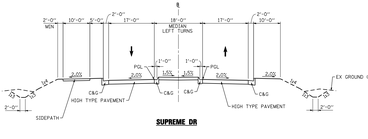
MITTEL BLVD
BETWEEN FRONTAGE ROADS



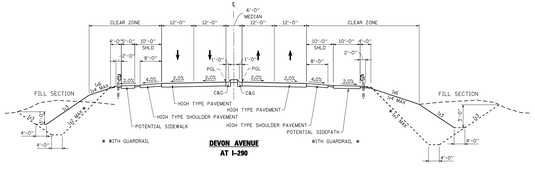
NORTH ARLINGTON HEIGHTS ROAD
BETWEEN FRONTAGE ROADS



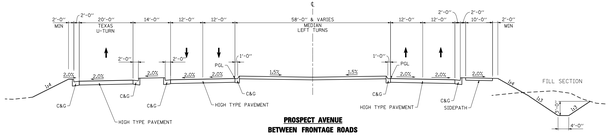
LIVELY BLVD
BETWEEN FRONTAGE ROADS



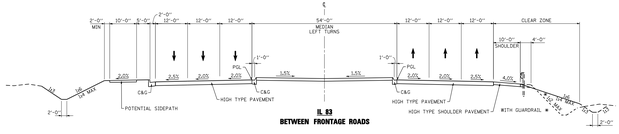
SUPREME DR



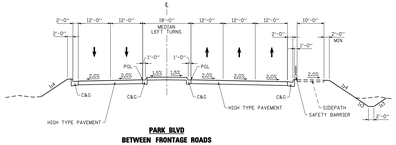
DEVON AVENUE
AT I-290



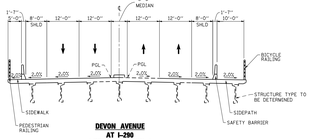
PROSPECT AVENUE
BETWEEN FRONTAGE ROADS



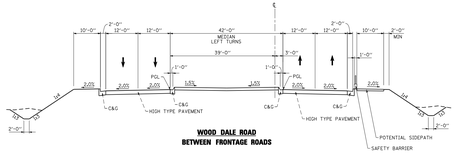
IL 83
BETWEEN FRONTAGE ROADS



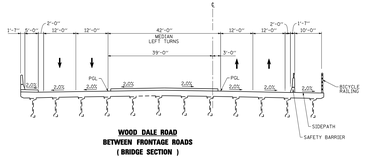
PARK BLVD
BETWEEN FRONTAGE ROADS



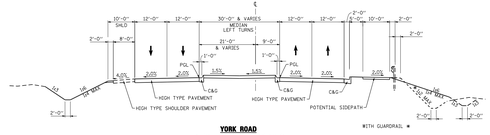
DEVON AVENUE
AT I-290
(BRIDGE SECTION)



WOOD DALE ROAD
BETWEEN FRONTAGE ROADS



WOOD DALE ROAD
BETWEEN FRONTAGE ROADS
(BRIDGE SECTION)



YORK ROAD
BETWEEN RAMP TERMINALS

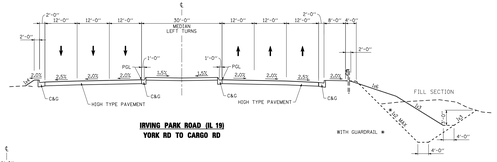
FILE NAME = DIEOW0-00-sht-geo1gnrcol-ILNL.dgn	USER NAME = gnpixley	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.
Illinois Department of Transportation
CH2MHILL

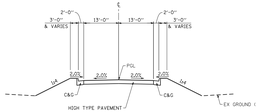
TYPICAL SECTIONS PROPOSED

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	9
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

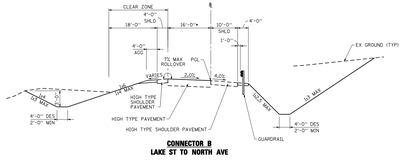
SCALES | SHEET NO. 9 OF 95 SHEETS | STA. | TO STA.



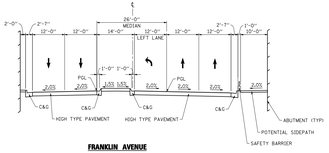
IRVING PARK ROAD (IL 19)
YORK RD TO CARGO RD



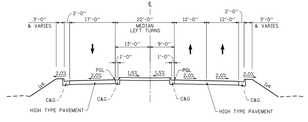
CONNECTOR A
COUNTY LINE RD TO NORTHWEST AVE



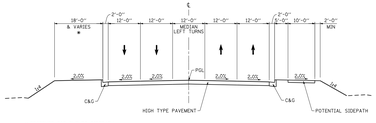
CONNECTOR B
LAKE ST TO NORTH AVE



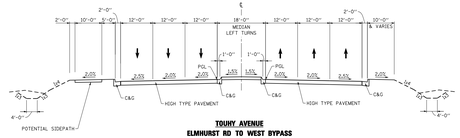
FRANKLIN AVENUE
UNDER UPRR BRIDGE



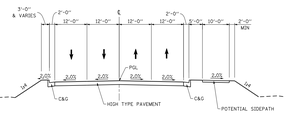
COUNTY LINE ROAD
AT GREEN ST/FRANKLIN AVE



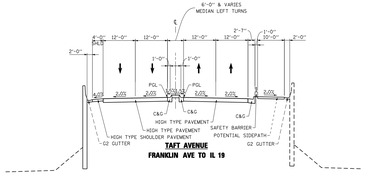
EAST GRAND AVENUE
UNDER I-294



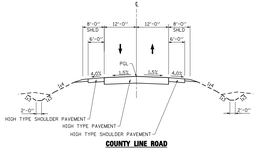
TOUHY AVENUE
ELMHURST RD TO WEST BYPASS



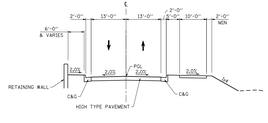
FRANKLIN AVENUE
TAFT RD TO WOLF RD



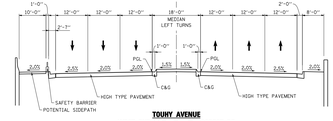
TAFT AVENUE
FRANKLIN AVE TO IL 19



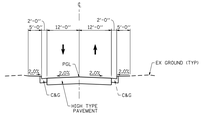
COUNTY LINE ROAD
LAKE ST TO GRAND AVE



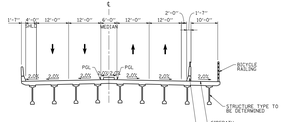
NORTHWEST AVENUE
NORTH AVE TO GRAND AVE



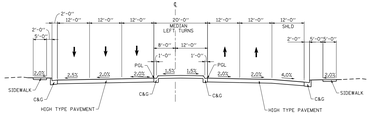
TOUHY AVENUE
WEST BYPASS TO MT. PROSPECT RD



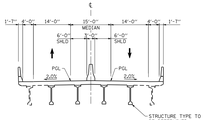
POWELL STREET
WEST BYPASS AT I-294



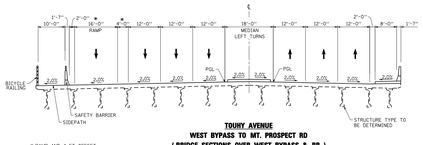
TAFT AVENUE
(BRIDGE SECTION)



NORTH AVENUE (IL 64)
I-294 TO RAILROAD AVE

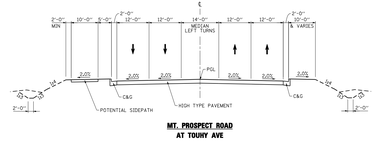


US 20 (LAKE ST)
AT NORTH AVE



TOUHY AVENUE
WEST BYPASS TO MT. PROSPECT RD
(BRIDGE SECTIONS OVER WEST BYPASS & RR)

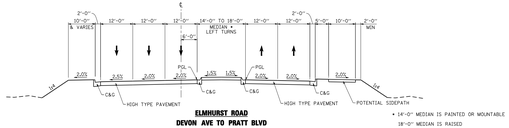
* RAMP AND 4 FT OFFSET
NOT PROPOSED AT
RAILROAD BRIDGE



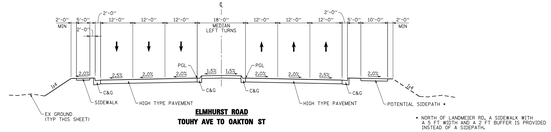
MT. PROSPECT ROAD
AT TOUHY AVE

FILE NAME = DIEOWB-BR-sht-geofigsicol-IBNL.dgn	USER NAME = gapiway	DESIGNED - CH2M HILL	REVISED -	ELGIN O'HARE WEST BYPASS communities. opportunities. solutions.	**TYPICAL SECTIONS PROPOSED**
		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -		SCALE: SHEET NO. 10 OF 95 SHEETS STA. TO STA.

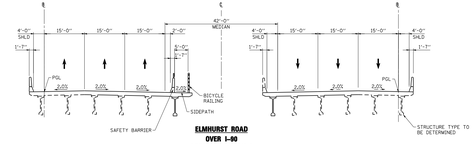
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	10
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



ELMHURST ROAD
DEVON AVE TO PRATT BLVD



ELMHURST ROAD
TOUHY AVE TO OAKTON ST



ELMHURST ROAD
OVER I-90
(BRIDGE SECTION)

FILE NAME = DIEOWB-BR-sht-geo1gensol-ILNRL.dgn	USER NAME = gapiway	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

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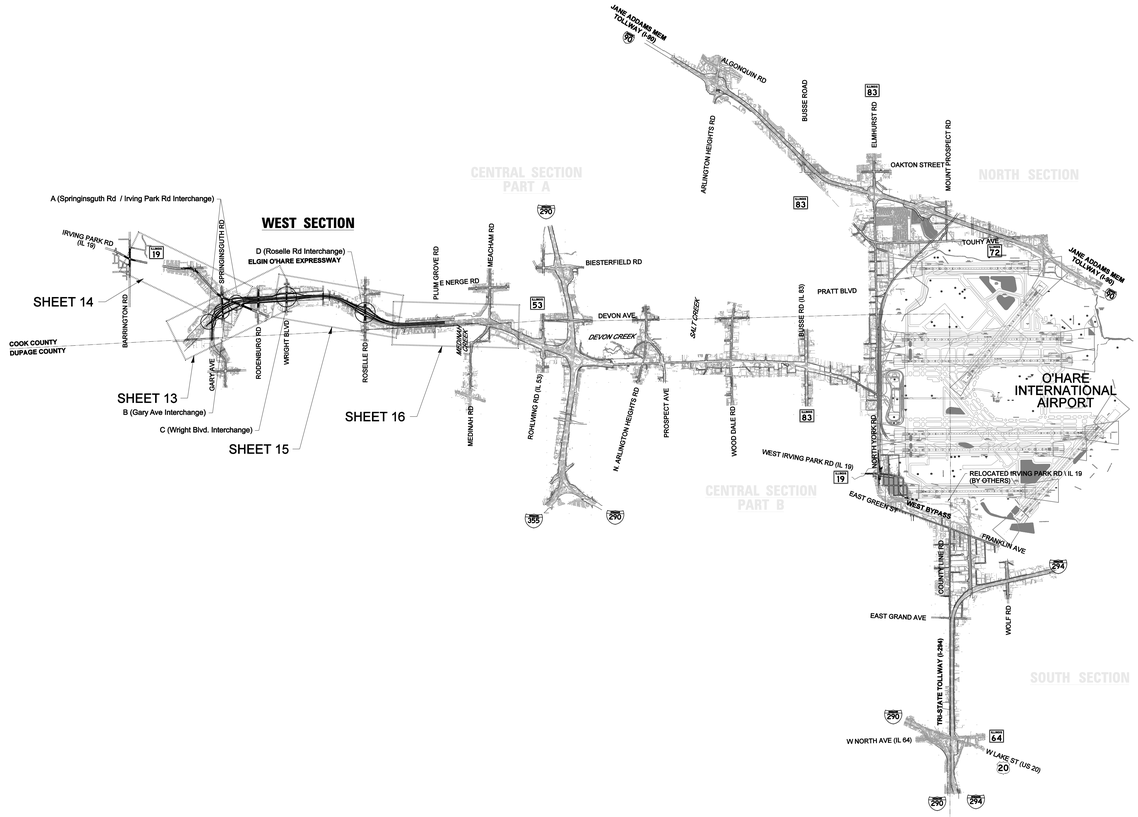
TYPICAL SECTIONS PROPOSED

SCALES | SHEET NO. 11 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	11
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



N

INDEX OF SHEETS

1 COVER SHEET
2 ROADWAY PLAN SHEET LAYOUT
3 - 11 TYPICAL SECTION SHEETS

WEST SECTION

12 ROADWAY PLAN SHEET LAYOUT
13 -16 ROADWAY PLAN SHEETS
17 - 24 ROADWAY PROFILE SHEETS

CENTRAL SECTION - PART A

25 ROADWAY PLAN SHEET LAYOUT
26 - 30 ROADWAY PLAN SHEETS
31 - 44 ROADWAY PROFILE SHEETS

CENTRAL SECTION - PART B

45 ROADWAY PLAN SHEET LAYOUT
46 - 48 ROADWAY PLAN SHEETS
49 - 61 ROADWAY PROFILE SHEETS

SOUTH SECTION

62 ROADWAY PLAN SHEET LAYOUT
63 - 66 ROADWAY PLAN SHEETS
67 - 77 ROADWAY PROFILE SHEETS

NORTH SECTION

78 ROADWAY PLAN SHEET LAYOUT
79 - 84 ROADWAY PLAN SHEETS
85 - 95 ROADWAY PROFILE SHEETS

FILE NAME = D:\EOWB-01-sht-gpn+Plan-1200.dgn
USER NAME = gnguyen
PLOT SCALE = 4000.2000 ' / IN.
PLOT DATE = 7/16/2012

DESIGNED	- CH2M HILL	REVISED	-
DRAWN	- CH2M HILL	REVISED	-
CHECKED	- CH2M HILL	REVISED	-
DATE	- 07/16/2012	REVISED	-

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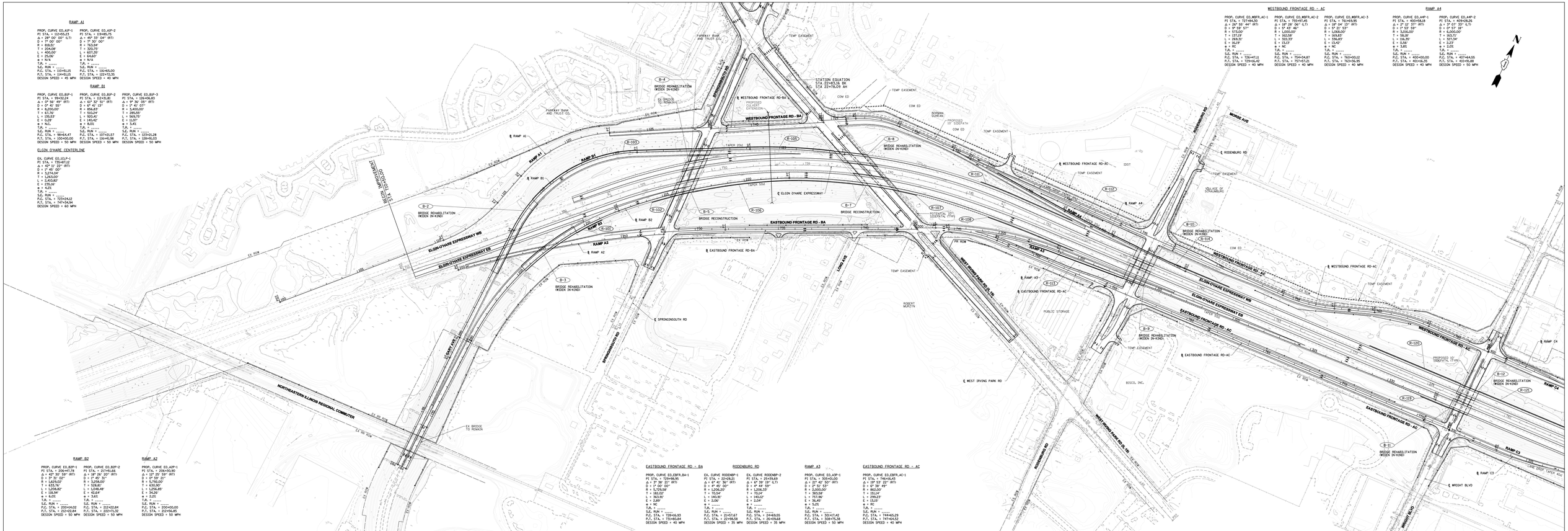
ROADWAY PLAN SHEET LAYOUT
ELGIN O'HARE AND WEST BYPASS

SCALES | SHEET NO. 12 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	12
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

WEST SECTION


RAMP A1
PROP. CURVE ED_A1P-1
PI STA. = 112+55.23
Δ = 39° 00' 00" (LT)
D = 7° 00' 00"
R = 818.00'
T = 204.28'
L = 400.00'
E = 25.06'
e = N/A
T.R. = -----
S.E. RUN = -----
P.C. STA. = 110+51.15
P.T. STA. = 114+51.15
DESIGN SPEED = 45 MPH
PROP. CURVE ED_A1P-2
PI STA. = 119+85.75
Δ = 45° 33' 04" (RT)
D = 7° 30' 00"
R = 764.00'
T = 320.70'
L = 607.35'
E = 64.60'
e = N/A
T.R. = -----
S.E. RUN = -----
P.C. STA. = 116+65.00
P.T. STA. = 122+72.35
DESIGN SPEED = 40 MPH
RAMP B1
PROP. CURVE ED_B1P-1
PI STA. = 99+52.24
Δ = 67° 45' 49" (RT)
D = 6° 00' 00"
R = 1,050.00'
T = 67.78'
L = 135.53'
E = 0.28'
e = N/C
T.R. = -----
S.E. RUN = -----
P.C. STA. = 98+66.47
P.T. STA. = 100+00.00
DESIGN SPEED = 50 MPH
PROP. CURVE ED_B1P-2
PI STA. = 112+25.81
Δ = 67° 45' 51" (RT)
D = 6° 30' 47.13"
R = 856.83'
T = 510.24'
L = 1014.41'
E = 140.42'
e = 0.03'
T.R. = -----
S.E. RUN = -----
P.C. STA. = 107+15.57
P.T. STA. = 116+29.98
DESIGN SPEED = 50 MPH
PROP. CURVE ED_B1P-3
PI STA. = 126+06.83
Δ = 3° 45' 25" (RT)
D = 1° 30' 00"
R = 3,820.00'
T = 285.55'
L = 569.75'
E = 11.97'
e = 0.43'
T.R. = -----
S.E. RUN = -----
P.C. STA. = 123+21.28
P.T. STA. = 128+91.03
DESIGN SPEED = 50 MPH
ELGIN O'HARE CENTERLINE
EX. CURVE ED_ECLP-1
PI STA. = 730+47.12
Δ = 42° 12' 22" (RT)
D = 1° 45' 00"
R = 3,274.04'
T = 1,263.00'
L = 2,410.82'
E = 238.61'
e = 4.01'
T.R. = -----
S.E. RUN = -----
P.C. STA. = 723+04.12
P.T. STA. = 747+14.94
DESIGN SPEED = 60 MPH
RAMP B2
PROP. CURVE ED_B2P-1
PI STA. = 209+47.78
Δ = 42° 30' 59" (RT)
D = 3° 30' 02"
R = 1,635.07'
T = 633.76'
L = 1,208.82'
E = 118.54'
e = 6.01'
T.R. = -----
S.E. RUN = -----
P.C. STA. = 203+14.02
P.T. STA. = 212+22.84
DESIGN SPEED = 50 MPH
PROP. CURVE ED_B2P-2
PI STA. = 217+45.66
Δ = 18° 28' 25" (RT)
D = 1° 45' 31"
R = 3,256.00'
T = 528.81'
L = 1,048.48'
E = 42.64'
e = 3.45'
T.R. = -----
S.E. RUN = -----
P.C. STA. = 212+22.84
P.T. STA. = 222+71.32
DESIGN SPEED = 50 MPH
RAMP A2
PROP. CURVE ED_A2P-1
PI STA. = 208+30.90
Δ = 32° 29' 59" (RT)
D = 0° 59' 21"
R = 5,782.00'
T = 630.90'
L = 1,096.25'
E = 34.26'
e = 2.00'
T.R. = -----
S.E. RUN = -----
P.C. STA. = 200+00.00
P.T. STA. = 210+96.25
DESIGN SPEED = 50 MPH
WESTBOUND FRONTAGE RD - AC
PROP. CURVE ED_WBFR_AC-1
PI STA. = 727+84.30
Δ = 26° 56' 44" (RT)
D = 2° 30' 00"
R = 573.00'
T = 137.19'
L = 269.51'
E = 16.19'
e = NC
T.R. = -----
S.E. RUN = -----
P.C. STA. = 726+47.11
P.T. STA. = 729+16.62
DESIGN SPEED = 40 MPH
PROP. CURVE ED_WBFR_AC-2
PI STA. = 755+97.45
Δ = 18° 28' 06" (LT)
D = 3° 30' 02"
R = 1,000.00'
T = 162.58'
L = 322.35'
E = 13.13'
e = NC
T.R. = -----
S.E. RUN = -----
P.C. STA. = 754+34.87
P.T. STA. = 757+57.21
DESIGN SPEED = 40 MPH
PROP. CURVE ED_WBFR_AC-3
PI STA. = 761+65.95
Δ = 18° 04' 13" (RT)
D = 3° 30' 02"
R = 1,018.00'
T = 161.83'
L = 321.03'
E = 13.42'
e = NC
T.R. = -----
S.E. RUN = -----
P.C. STA. = 760+03.12
P.T. STA. = 763+36.95
DESIGN SPEED = 40 MPH
RAMP A4
PROP. CURVE ED_A4P-1
PI STA. = 400+58.18
Δ = 2° 10' 33" (RT)
D = 1° 45' 00"
R = 3,256.00'
T = 58.18'
L = 116.35'
E = 0.56'
e = 3.83'
T.R. = -----
S.E. RUN = -----
P.C. STA. = 400+00.00
P.T. STA. = 401+16.35
DESIGN SPEED = 40 MPH
PROP. CURVE ED_A4P-2
PI STA. = 403+26.26
Δ = 3° 07' 35" (LT)
D = 1° 45' 00"
R = 3,256.00'
T = 163.71'
L = 327.24'
E = 2.23'
e = 2.05'
T.R. = -----
S.E. RUN = -----
P.C. STA. = 401+64.55
P.T. STA. = 404+91.80
DESIGN SPEED = 50 MPH
EASTBOUND FRONTAGE RD - BA
PROP. CURVE ED_EBFR_BA-1
PI STA. = 729+98.95
Δ = 7° 39' 27" (RT)
D = 1° 00' 00"
R = 5,735.58'
T = 382.02'
L = 765.87'
E = 9.89'
e = NC
T.R. = -----
S.E. RUN = -----
P.C. STA. = 726+16.93
P.T. STA. = 733+82.81
DESIGN SPEED = 40 MPH
RODENBURG RD
EX. CURVE RODENBP-1
PI STA. = 22+28.21
Δ = 6° 41' 36" (RT)
D = 4° 45' 00"
R = 1,206.20'
T = 70.54'
L = 140.84'
E = 2.06'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 21+57.67
P.T. STA. = 22+98.51
DESIGN SPEED = 35 MPH
EX. CURVE RODENBP-2
PI STA. = 25+39.69
Δ = 6° 39' 19" (LT)
D = 4° 44' 59"
R = 1,206.33'
T = 70.14'
L = 140.07'
E = 2.04'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 24+68.55
P.T. STA. = 26+08.62
DESIGN SPEED = 35 MPH
RAMP A3
PROP. CURVE ED_A3P-1
PI STA. = 305+01.00
Δ = 21° 42' 50" (RT)
D = 2° 51' 53"
R = 2,000.00'
T = 383.58'
L = 758.00'
E = 36.48'
e = 5.24'
T.R. = -----
S.E. RUN = -----
P.C. STA. = 301+17.42
P.T. STA. = 308+75.38
DESIGN SPEED = 50 MPH
EASTBOUND FRONTAGE RD - AC
PROP. CURVE ED_EBFR_AC-1
PI STA. = 746+96.43
Δ = 19° 53' 22" (RT)
D = 4° 38' 49"
R = 862.00'
T = 151.14'
L = 299.29'
E = 13.01'
e = RC
T.R. = -----
S.E. RUN = -----
P.C. STA. = 744+45.29
P.T. STA. = 747+44.57
DESIGN SPEED = 40 MPH
LEGEND
B-1 BRIDGE DESIGNATION
R-103 RETAINING WALL DESIGNATION
TRAFFIC FLOW ARROWS
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED EASEMENT
TEMPORARY EASEMENT
PROPOSED PIER LOCATION
ACCESS CONTROL
BUILDING DISPOSAL
ROADWAY REMOVAL
0 200 400
SCALE IN FEET
FILE NAME = D:\EOWB-01-WA-geoPlan-100.dgn
USER NAME = gpaisley
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 7/16/2012
DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 07/16/2012
REVISED -
ELGIN O'HARE WEST BYPASS
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CH2MHILL
ELGIN O'HARE EXPRESSWAY
GARY AVENUE TO WRIGHT BOULEVARD
SCALE= SHEET NO. 13 OF 95 SHEETS STA. TO STA.
F.A. RTE. SECTION COUNTY COOK/DUPAGE TOTAL SHEETS 95 SHEET NO. 13
CONTRACT NO.
ILLINOIS FED. AID PROJECT
WEST SECTION

FILE NAME = DIEOW01-01-sht-geoPlan-1002.dgn	USER NAME = gnpivey	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
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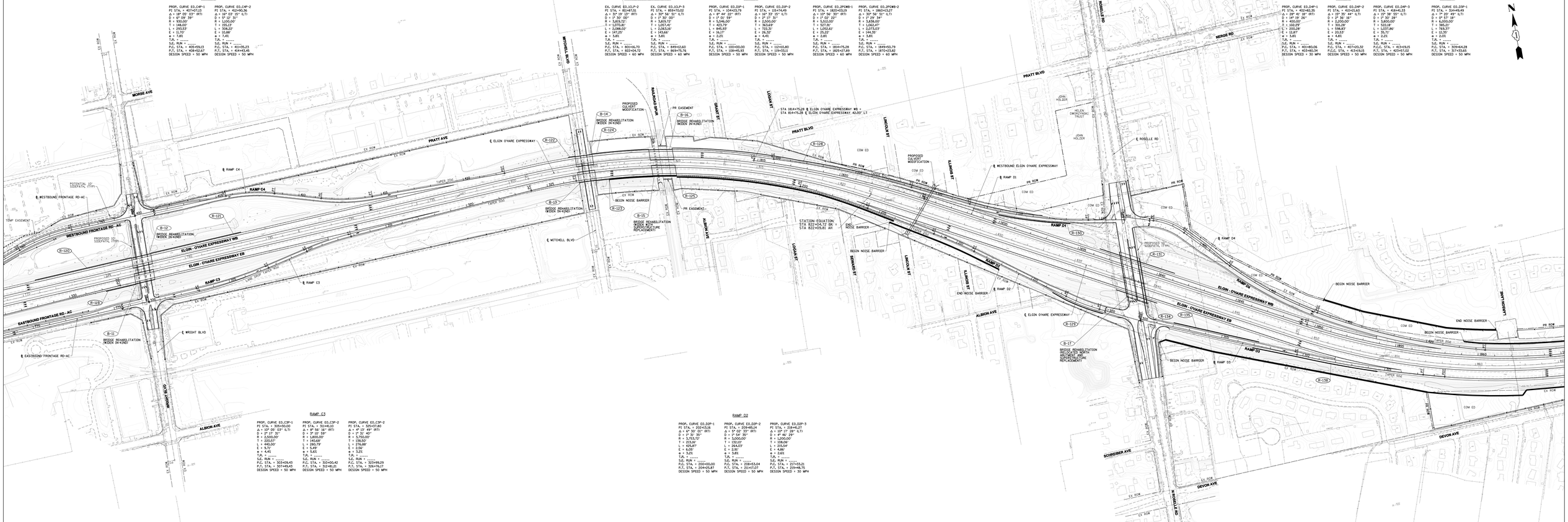
IRVING PARK ROAD

SCALE: | SHEET NO. 14 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	14
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

WEST SECTION



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USER NAME = gapsiewg
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 7/16/2012

DESIGNED	-	CH2M HILL	REVISED -
DRAWN	-	CH2M HILL	REVISED -
CHECKED	-	CH2M HILL	REVISED -
DATE	-	07/16/2012	REVISED -

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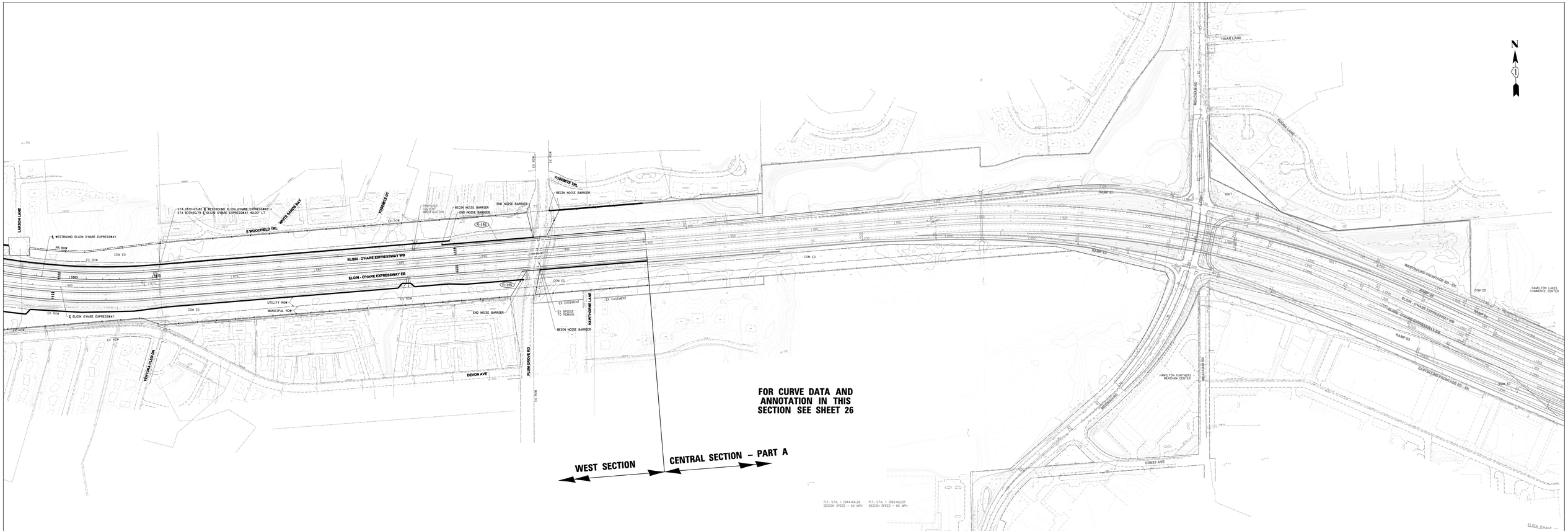
ELGIN O'HARE EXPRESSWAY WRIGHT BOULEVARD TO ROSELLE ROAD

SCALE= | SHEET NO. 15 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	15
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

WEST SECTION



LEGEND

- B-1 — BRIDGE DESIGNATION
- R-101 — RETAINING WALL DESIGNATION
- TRAFFIC FLOW ARROWS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED EASEMENT
- TEMPORARY EASEMENT
- PROPOSED PIER LOCATION
- ACCESS CONTROL
- BUILDING DISPLACEMENT
- ROADWAY REMOVAL

0 200 400
SCALE IN FEET

FILE NAME = DIEOW01-01-sht-geoPlan-1004.dgn	USER NAME = gopsway	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

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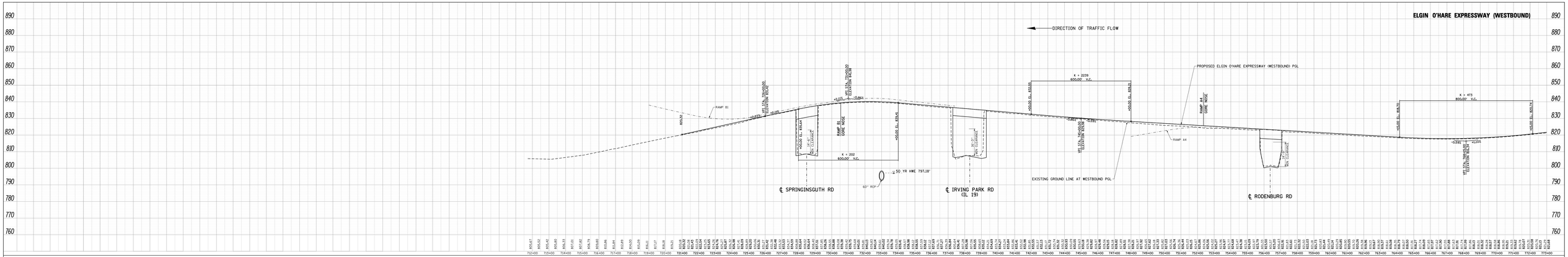
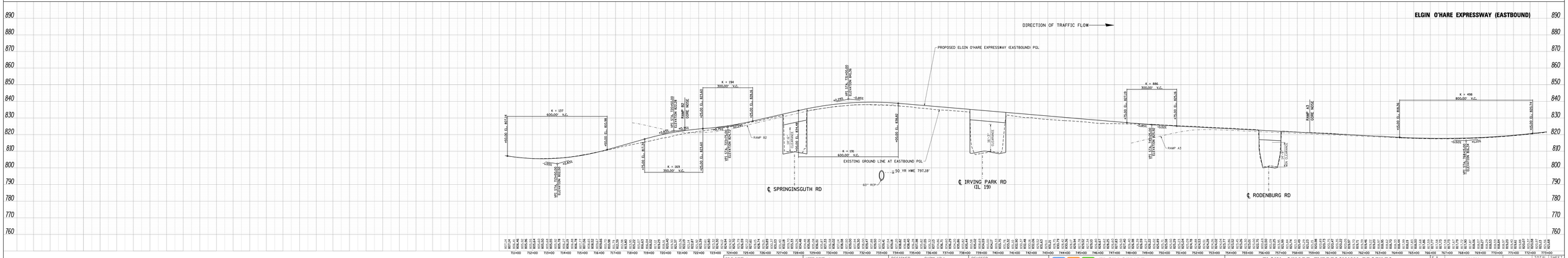
ELGIN O'HARE EXPRESSWAY
PLUM GROVE ROAD TO MEDINAH RD /MEACHAM RD

SCALE= | SHEET NO. 16 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	16
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

WEST SECTION





FILE NAME = DIEGW-01-sht-geoProfile-1001.dgn

USER NAME = gpsivey	DESIGNED - CH2M HILL	REVISED -	
	DRAWN - CH2M HILL	REVISED -	
PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -	
PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

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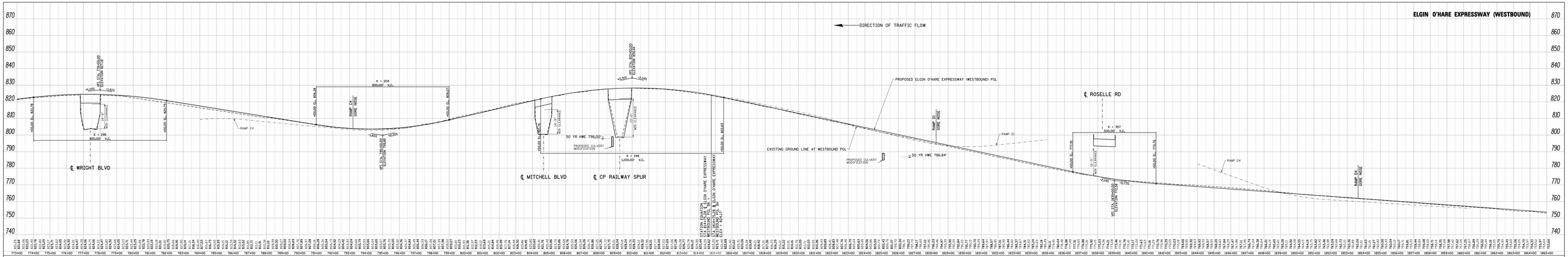
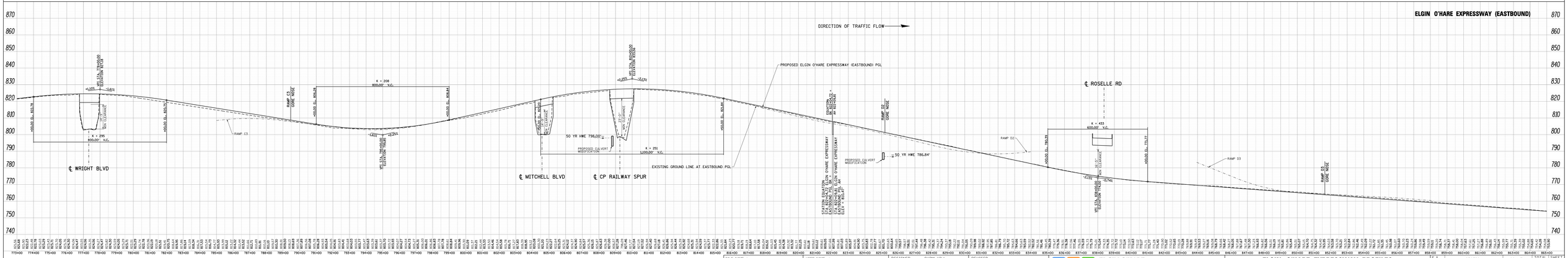
ELGIN O'HARE EXPRESSWAY PROFILES
SPRINGINSGUTH ROAD TO WRIGHT BOULEVARD

SCALES | SHEET NO. 17 OF 95 SHEETS | STA. 716+00 TO STA. 783+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	17
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

WEST SECTION





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USER NAME = gpsivey	DESIGNED - CH2M HILL		REVISED -
	DRAWN - CH2M HILL		REVISED -
PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL		REVISED -
PLOT DATE = 7/16/2012	DATE - 07/16/2012		REVISED -

ELGIN O'HARE WEST BYPASS

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Virginia Department of Transportation

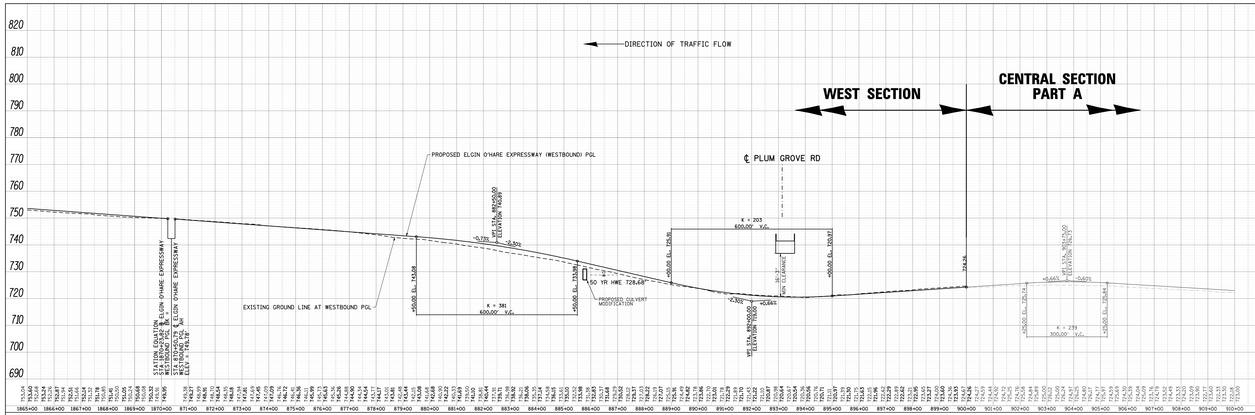
CH2MHILL

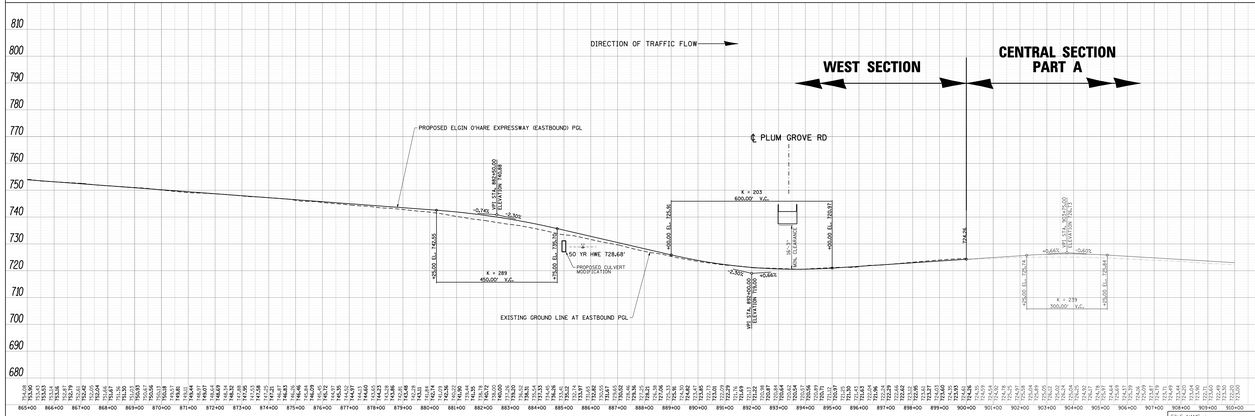
ELGIN O'HARE EXPRESSWAY PROFILES
WRIGHT BOULEVARD TO ROSELLE ROAD

SCALES | SHEET NO. 18 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.	SHEET NO.
			95	18
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

WEST SECTION





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USER NAME = gnpixley	DESIGNED - CH2M HILL	REVISED -	
	DRAWN - CH2M HILL	REVISED -	
PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -	
PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

ELGIN O'HARE WEST BYPASS
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CH2MHILL

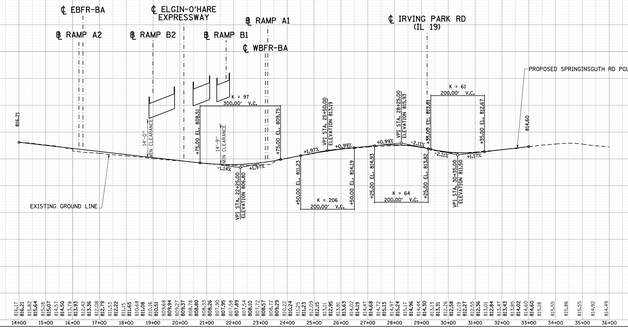
ELGIN O'HARE EXPRESSWAY PROFILES AT PLUM GROVE ROAD

SCALES | SHEET NO. 19 OF 95 SHEETS | STA. | TO STA.

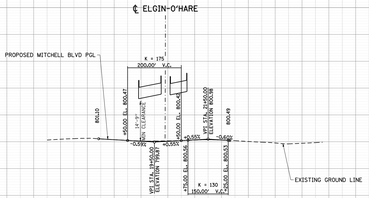
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	19
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

WEST SECTION

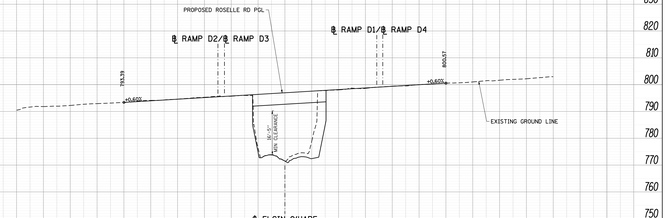
SPRINGINSGUTH RD


℄ EBFR-BA
℄ ELGIN-O'HARE EXPRESSWAY
℄ RAMP A2
℄ RAMP B2
℄ RAMP B1
℄ RAMP A1
℄ WBFR-BA
℄ IRVING PARK RD (IL 19)
PROPOSED SPRINGINSGUTH RD PGL
EXISTING GROUND LINE
K = 97
300.00' V.C.
K = 206
200.00' V.C.
K = 64
200.00' V.C.
K = 61
200.00' V.C.
14'-0" VPL CLEARANCE
16'-0" VPL CLEARANCE
VPI STA. 24+00.00
ELEVATION 808.43
VPI STA. 24+50.00
ELEVATION 808.21
VPI STA. 25+00.00
ELEVATION 808.43
VPI STA. 25+50.00
ELEVATION 808.82
VPI STA. 26+00.00
ELEVATION 808.82
VPI STA. 26+50.00
ELEVATION 808.60
+0.975
+0.975
+0.975
+0.975
-2.025
-2.025
-2.025
-2.025
-0.246
-0.246
-0.246
-0.246
-0.246
+0.975
-2.025
+0.975
-0.246
+0.975
-2.025
+0.975
-0.246
+0.975
-2.025
+0.975

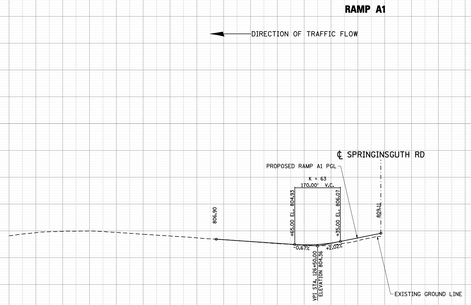
MITCHELL BLVD



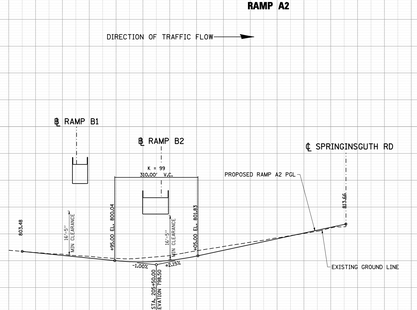
ROSELLE RD



RAMP A1



RAMP A2



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		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
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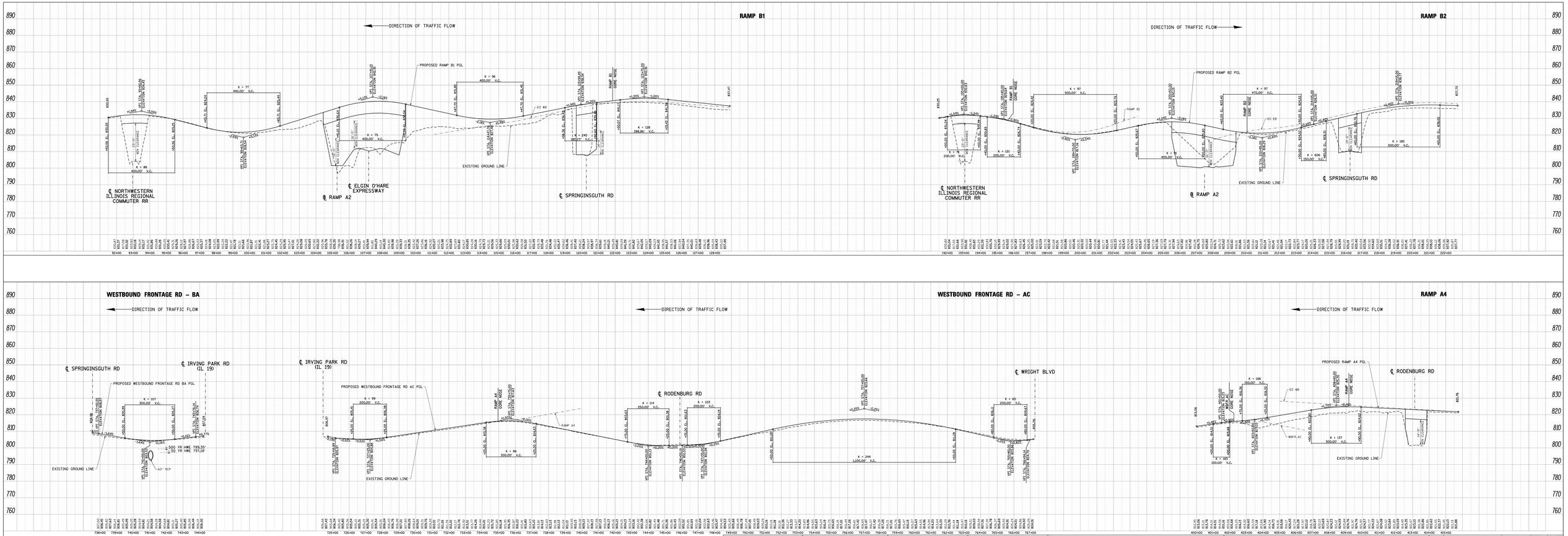
ELGIN O'HARE EXPRESSWAY
CROSSROAD, FRONTAGE ROAD AND RAMP PROFILES

SCALES | SHEET NO. 21 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	21
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

WEST SECTION



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USER NAME = gapiway	DESIGNED - CH2M HILL		REVISED -
	DRAWN - CH2M HILL		REVISED -
PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL		REVISED -
PLOT DATE = 7/16/2012	DATE - 07/16/2012		REVISED -

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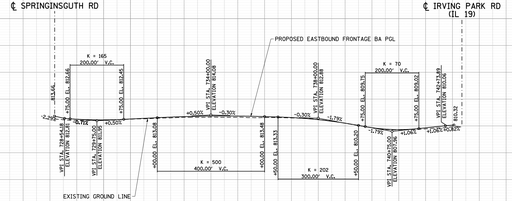
ELGIN O'HARE EXPRESSWAY
FRONTAGE ROAD AND RAMP PROFILES

SCALE: | SHEET NO. 22 OF 95 SHEETS | STA. | TO STA.

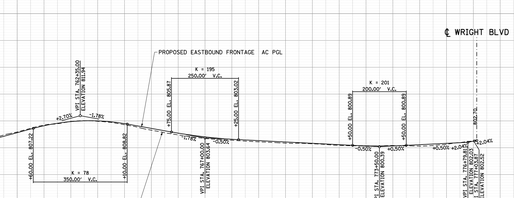
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	22
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

WEST SECTION

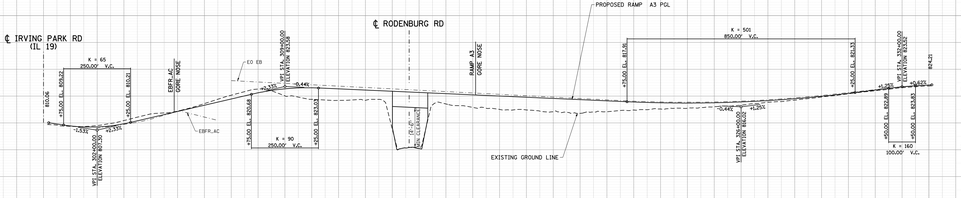
EASTBOUND FRONTAGE – BA



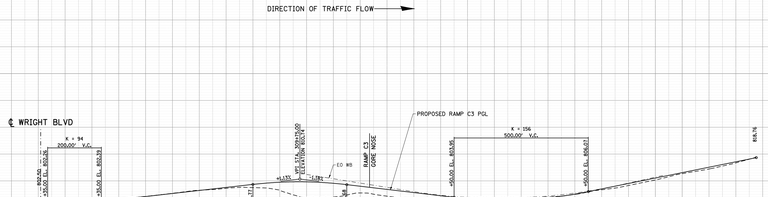
EASTBOUND FRONTAGE – AC



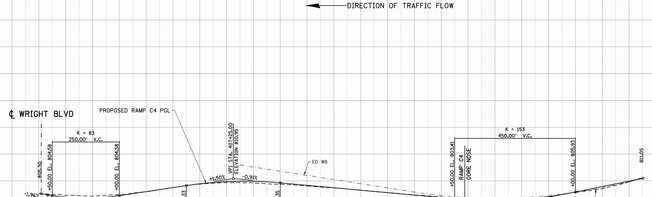
RAMP A3



RAMP C3



RAMP C4



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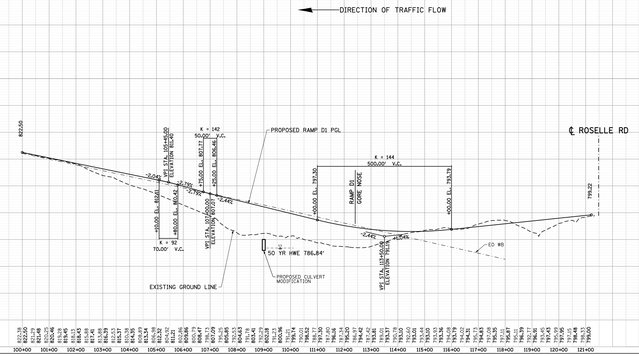
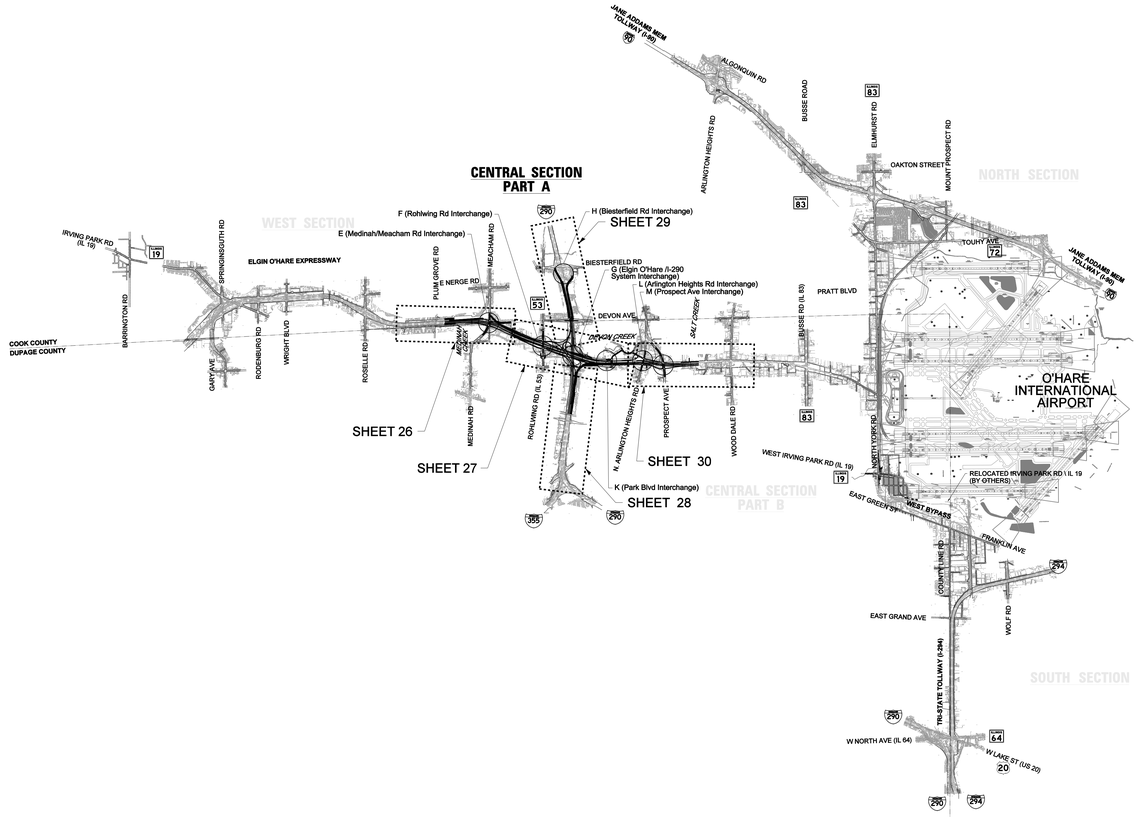
		DRAWN - CH2M HILL	REVISED -	communities. opportunities. solutions.	FRONTAGE ROAD AND RAMP PROFILES
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -		SCALES SHEET NO. 23 OF 95 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	23
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

WEST SECTION

RAMP D1


DIRECTION OF TRAFFIC FLOW
℄ ROSELLE RD
PROPOSED RAMP D1 PGL
EXISTING GROUND LINE
50 YR HWE 786.84'
PROPOSED CULVERT MODIFICATION
EO WB
RAMP D1 CORE MODEL
K = 142
50.00' V.C.
K = 144
500.00' V.C.
K = 70
70.00' V.C.
832.65
795.22
-0.40%
-0.40%
-0.40%



N

INDEX OF SHEETS

1 COVER SHEET
2 ROADWAY PLAN SHEET LAYOUT
3 - 11 TYPICAL SECTION SHEETS

WEST SECTION

12 ROADWAY PLAN SHEET LAYOUT
13-16 ROADWAY PLAN SHEETS
17 - 24 ROADWAY PROFILE SHEETS

CENTRAL SECTION - PART A

25 ROADWAY PLAN SHEET LAYOUT
26 - 30 ROADWAY PLAN SHEETS
31 - 44 ROADWAY PROFILE SHEETS

CENTRAL SECTION - PART B

45 ROADWAY PLAN SHEET LAYOUT
46 - 48 ROADWAY PLAN SHEETS
49 - 61 ROADWAY PROFILE SHEETS

SOUTH SECTION

62 ROADWAY PLAN SHEET LAYOUT
63 - 66 ROADWAY PLAN SHEETS
67 - 77 ROADWAY PROFILE SHEETS

NORTH SECTION

78 ROADWAY PLAN SHEET LAYOUT
79 - 84 ROADWAY PLAN SHEETS
85 - 95 ROADWAY PROFILE SHEETS

FILE NAME = D:\EOWB-R2-sht-geoPlan-1000.dgn	USER NAME = gnpsrvmg	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 4000.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
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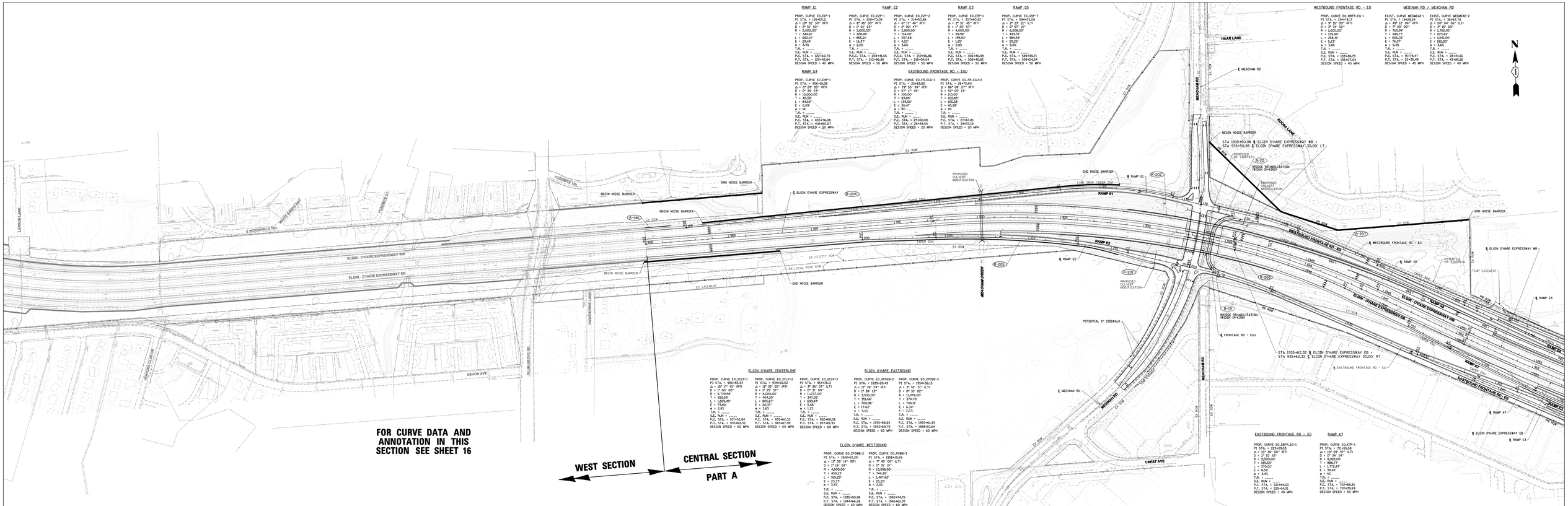
ROADWAY PLAN SHEET LAYOUT
ELGIN O'HARE AND WEST BYPASS

SCALES | SHEET NO. 25 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	25
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART A



FILE NAME = D:\EOWB-02-sht-geoPlan-1024.dgn
USER NAME = gopsweg
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 7/16/2012

DESIGNED	- CH2M HILL	REVISED -
DRAWN	- CH2M HILL	REVISED -
CHECKED	- CH2M HILL	REVISED -
DATE	- 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
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ELGIN O'HARE EXPRESSWAY
PLUM GROVE ROAD TO MEDINAH RD /MEACHAM RD
SCALE= SHEET NO. 26 OF 95 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	26
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART A

RAMP K1

PROP. CURVE EO_K1P-1
PI STA. = 100+27.66
Δ = 3° 10' 08" (RT)
D = 5° 43' 46"
R = 1,000.00'
T = 27.66'
L = 55.31'
E = 0.38'
e = 6.0%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 100+00.00
P.T. STA. = 100+55.31
DESIGN SPEED = 50 MPH

PROP. CURVE EO_K1P-2
PI STA. = 110+26.39
Δ = 3° 13' 52" (LT)
D = 1° 54' 54"
R = 2,992.00'
T = 84.38'
L = 168.72'
E = 1.19'
e = 3.4%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 109+42.01
P.T. STA. = 111+10.73
DESIGN SPEED = 50 MPH

RAMP K2

PROP. CURVE EO_K2P-1
PI STA. = 202+94.39
Δ = 18° 21' 00" (RT)
D = 9° 32' 57"
R = 600.00'
T = 96.91'
L = 192.16'
E = 7.78'
e = 6.0%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 201+97.48
P.T. STA. = 203+89.64
DESIGN SPEED = 40 MPH

PROP. CURVE EO_K2P-2
PI STA. = 208+56.08
Δ = 3° 05' 48" (LT)
D = 1° 54' 35"
R = 3,000.00'
T = 81.09'
L = 162.15'
E = 1.10'
e = 3.4%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 207+74.98
P.T. STA. = 209+37.13
DESIGN SPEED = 50 MPH

PROP. CURVE EO_K2P-3
PI STA. = 213+67.67
Δ = 2° 37' 14" (RT)
D = 1° 25' 57"
R = 4,000.00'
T = 91.49'
L = 182.94'
E = 1.05'
e = 2.8%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 212+76.18
P.T. STA. = 214+59.12
DESIGN SPEED = 50 MPH

WESTBOUND FRONTAGE RD - EG

PROP. CURVE EO_WBFR_EG-2
PI STA. = 164+67.93
Δ = 12° 15' 00" (LT)
D = 2° 02' 47"
R = 2,800.00'
T = 300.47'
L = 598.65'
E = 16.08'
e = 2.6%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 161+67.47
P.T. STA. = 167+66.11
DESIGN SPEED = 40 MPH

PROP. CURVE EO_WBFR_EG-3
PI STA. = 172+08.50
Δ = 9° 55' 28" (RT)
D = 5° 43' 46"
R = 1,000.00'
T = 86.82'
L = 173.21'
E = 3.76'
e = 4.8%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 171+21.68
P.T. STA. = 172+94.89
DESIGN SPEED = 40 MPH

RAMP G2

PROP. CURVE EO_G2P-1
PI STA. = 204+96.50
Δ = 12° 10' 50" (RT)
D = 4° 24' 27"
R = 1,300.00'
T = 138.71'
L = 276.37'
E = 7.38'
e = 5.4%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 203+57.79
P.T. STA. = 206+34.16
DESIGN SPEED = 50 MPH

PROP. CURVE EO_G2P-2
PI STA. = 216+63.98
Δ = 80° 29' 10" (LT)
D = 6° 44' 26"
R = 850.00'
T = 719.40'
L = 1,194.04'
E = 263.57'
e = 5.2%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 209+44.58
P.C.C. STA. = 221+38.62
DESIGN SPEED = 40 MPH

NORWOOD AVE

PROP. CURVE NORWOODE-1
PI STA. = 9+42.15
Δ = 88° 21' 46" (RT)
D = 163° 42' 08"
R = 35.00'
T = 34.01'
L = 53.98'
E = 13.81'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 9+08.14
P.T. STA. = 9+62.12
DESIGN SPEED = 20 MPH

PROP. CURVE NORWOODE-2
PI STA. = 13+76.94
Δ = 87° 44' 52" (LT)
D = 67° 24' 24"
R = 85.00'
T = 81.72'
L = 130.18'
E = 32.91'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 12+95.22
P.T. STA. = 14+25.39
DESIGN SPEED = 20 MPH

PROP. CURVE NORWOODE-3
PI STA. = 16+08.40
Δ = 47° 41' 20" (LT)
D = 67° 24' 24"
R = 85.00'
T = 37.57'
L = 70.75'
E = 7.93'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 15+70.83
P.T. STA. = 16+41.58
DESIGN SPEED = 20 MPH

PROP. CURVE NORWOODE-4
PI STA. = 16+70.82
Δ = 55° 59' 35" (LT)
D = 104° 10' 27"
R = 55.00'
T = 29.24'
L = 53.75'
E = 7.29'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 16+41.58
P.T. STA. = 16+95.33
DESIGN SPEED = 20 MPH

PROP. CURVE NORWOODE-5
PI STA. = 17+64.55
Δ = 14° 59' 12" (LT)
D = 18° 11' 21"
R = 315.00'
T = 41.43'
L = 82.39'
E = 2.71'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 17+23.11
P.T. STA. = 18+05.51
DESIGN SPEED = 20 MPH

RAMP G8

PROP. CURVE EO_G8P-1
PI STA. = 802+03.23
Δ = 7° 45' 04" (RT)
D = 1° 54' 35"
R = 3,000.00'
T = 203.23'
L = 405.84'
E = 6.88'
e = 6.0%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 800+00.00
P.T. STA. = 804+05.84
DESIGN SPEED = 50 MPH

PROP. CURVE EO_G8P-2
PI STA. = 809+68.32
Δ = 31° 44' 33" (RT)
D = 6° 21' 58"
R = 900.00'
T = 255.88'
L = 498.61'
E = 35.67'
e = 3.4%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 807+12.43
P.C.C. STA. = 812+11.04
DESIGN SPEED = 50 MPH

PROP. CURVE EO_G8P-3
PI STA. = 815+19.85
Δ = 28° 51' 47" (RT)
D = 4° 46' 29"
R = 1,200.00'
T = 308.81'
L = 604.51'
E = 39.10'
e = 5.6%
T.R. = _____
S.E. RUN = _____
P.C.C. STA. = 812+11.04
P.T. STA. = 818+15.55
DESIGN SPEED = 50 MPH

PROP. CURVE EO_G8P-4
PI STA. = 821+59.18
Δ = 2° 01' 48" (LT)
D = 0° 28' 54"
R = 11,892.01'
T = 210.70'
L = 421.35'
E = 1.87'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 819+48.48
P.T. STA. = 823+69.83
DESIGN SPEED = 50 MPH

RAMP K7

PROP. CURVE EO_K7P-2
PI STA. = 729+22.75
Δ = 8° 33' 13" (RT)
D = 3° 33' 47"
R = 1,608.00'
T = 120.25'
L = 240.05'
E = 4.49'
e = 5.0%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 728+02.50
P.T. STA. = 730+42.55
DESIGN SPEED = 50 MPH

PROP. CURVE EO_K7P-3
PI STA. = 735+25.38
Δ = 9° 00' 00" (LT)
D = 2° 50' 31"
R = 2,016.00'
T = 158.66'
L = 316.67'
E = 6.23'
e = 4.4%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 733+66.71
P.T. STA. = 736+83.39
DESIGN SPEED = 50 MPH

PROP. CURVE EO_K7P-4
PI STA. = 765+31.12
Δ = 8° 10' 05" (LT)
D = 1° 08' 45"
R = 5,000.00'
T = 357.00'
L = 712.80'
E = 12.73'
e = 2.4%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 761+74.12
P.T. STA. = 768+86.91
DESIGN SPEED = 50 MPH

PIERCE DR

PROP. CURVE PIERCEDR_P-1
PI STA. = 103+70.84
Δ = 39° 05' 47" (RT)
D = 10° 54' 49"
R = 525.00'
T = 186.41'
L = 358.24'
E = 32.11'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 101+84.43
P.T. STA. = 105+42.67
DESIGN SPEED = 30 MPH

PROP. CURVE PIERCEDR_P-2
PI STA. = 116+21.32
Δ = 125° 36' 02" (LT)
D = 12° 03' 44"
R = 475.00'
T = 924.26'
L = 1,041.27'
E = 564.18'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 106+97.06
P.T. STA. = 117+38.33
DESIGN SPEED = 30 MPH

RAMP L1

PROP. CURVE EO_L1P-1
PI STA. = 113+84.34
Δ = 4° 17' 35" (LT)
D = 0° 34' 24"
R = 9,992.00'
T = 374.50'
L = 748.66'
E = 7.02'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 110+09.83
P.C.C. STA. = 117+58.49
DESIGN SPEED = 50 MPH

PARK BLVD - NORTH

PROP. CURVE PARKNORTH_P-1
PI STA. = 110+30.91
Δ = 25° 24' 35" (LT)
D = 3° 02' 28"
R = 1,884.00'
T = 424.75'
L = 835.53'
E = 47.29'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 106+06.16
P.T. STA. = 114+41.69
DESIGN SPEED = 30 MPH

RAMP G7

PROP. CURVE EO_G7P-1
PI STA. = 701+98.57
Δ = 10° 29' 14" (RT)
D = 1° 10' 03"
R = 4,908.00'
T = 450.43'
L = 898.34'
E = 20.63'
e = 2.4%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 697+48.14
P.T. STA. = 706+46.48
DESIGN SPEED = 50 MPH

PROP. CURVE EO_G7P-2
PI STA. = 709+13.97
Δ = 10° 09' 48" (RT)
D = 1° 54' 17"
R = 3,008.00'
T = 267.49'
L = 533.57'
E = 11.87'
e = 3.4%
T.R. = _____
S.E. RUN = _____
P.C.C. STA. = 706+46.48
P.T. STA. = 711+80.06
DESIGN SPEED = 50 MPH

PROP. CURVE EO_G7P-3
PI STA. = 716+87.39
Δ = 12° 47' 53" (LT)
D = 2° 51' 12"
R = 2,008.00'
T = 225.20'
L = 448.52'
E = 12.59'
e = 4.4%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 714+62.20
P.T. STA. = 719+10.72
DESIGN SPEED = 50 MPH

PROP. CURVE EO_G7P-4
PI STA. = 725+29.71
Δ = 19° 36' 03" (RT)
D = 4° 46' 29"
R = 1,200.00'
T = 207.28'
L = 410.52'
E = 17.77'
e = 5.6%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 723+22.43
P.C.C. STA. = 727+32.95
DESIGN SPEED = 50 MPH

PROP. CURVE EO_G7P-5
PI STA. = 731+87.94
Δ = 113° 16' 33" (RT)
D = 19° 07' 31"
R = 299.58'
T = 455.00'
L = 592.29'
E = 245.19'
e = 5.8%
T.R. = _____
S.E. RUN = _____
P.C.C. STA. = 727+32.95
P.C.C. STA. = 733+25.23
DESIGN SPEED = 30 MPH

PROP. CURVE EO_G7P-6
PI STA. = 737+81.50
Δ = 113° 16' 33" (RT)
D = 19° 04' 19"
R = 300.42'
T = 456.26'
L = 593.94'
E = 245.87'
e = 5.8%
T.R. = _____
S.E. RUN = _____
P.C.C. STA. = 733+25.23
P.C.C. STA. = 739+19.17
DESIGN SPEED = 30 MPH

PROP. CURVE EO_G7P-7
PI STA. = 741+05.23
Δ = 11° 15' 32" (RT)
D = 3° 02' 08"
R = 1,887.57'
T = 186.06'
L = 370.92'
E = 9.15'
e = 4.6%
T.R. = _____
S.E. RUN = _____
P.C.C. STA. = 739+19.17
P.T. STA. = 742+90.09
DESIGN SPEED = 50 MPH

ELGIN O'HARE WESTBOUND

PROP. CURVE EO_2PGWB-4
PI STA. = 2017+37.65
Δ = 20° 30' 00" (LT)
D = 1° 09' 29"
R = 4,948.00'
T = 894.74'
L = 1,770.36'
E = 80.25'
e = 3.2%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 2008+42.91
P.T. STA. = 2026+13.27
DESIGN SPEED = 60 MPH

RAMP G3

PROP. CURVE EO_G3P-1
PI STA. = 301+47.41
Δ = 8° 49' 36" (RT)
D = 2° 59' 59"
R = 1,910.00'
T = 147.41'
L = 294.24'
E = 5.68'
e = 4.6%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 300+00.00
P.C.C. STA. = 302+94.24
DESIGN SPEED = 50 MPH

PROP. CURVE EO_G3P-2
PI STA. = 307+08.73
Δ = 116° 47' 54" (RT)
D = 22° 28' 08"
R = 255.00'
T = 414.48'
L = 519.82'
E = 231.64'
e = 6.0%
T.R. = _____
S.E. RUN = _____
P.C.C. STA. = 302+94.24
P.C.C. STA. = 308+14.07
DESIGN SPEED = 30 MPH

PROP. CURVE EO_G3P-3
PI STA. = 312+28.55
Δ = 116° 47' 54" (RT)
D = 22° 28' 08"
R = 255.00'
T = 414.48'
L = 519.82'
E = 231.64'
e = 6.0%
T.R. = _____
S.E. RUN = _____
P.C.C. STA. = 308+14.07
P.C.C. STA. = 313+33.89
DESIGN SPEED = 30 MPH

PROP. CURVE EO_G3P-4
PI STA. = 314+77.93
Δ = 8° 37' 32" (RT)
D = 2° 59' 59"
R = 1,910.00'
T = 144.04'
L = 287.54'
E = 5.42'
e = 4.6%
T.R. = _____
S.E. RUN = _____
P.C.C. STA. = 313+33.89
P.T. STA. = 316+21.43
DESIGN SPEED = 50 MPH

ELGIN O'HARE CENTERLINE

PROP. CURVE EO_2CLP-4
PI STA. = 963+41.34
Δ = 4° 08' 53" (LT)
D = 0° 21' 29"
R = 16,000.00'
T = 579.41'
L = 1,158.32'
E = 10.49'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 957+61.93
P.T. STA. = 969+20.25
DESIGN SPEED = 60 MPH

PROP. CURVE EO_2CLP-5
PI STA. = 1017+45.96
Δ = 20° 30' 00.00" (LT)
D = 1° 08' 45.30"
R = 5,000.00'
T = 904.15'
L = 1,788.96
E = 81.09'
e = 3.0%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 1008+41.81
P.T. STA. = 1026+30.77
DESIGN SPEED = 60 MPH

RAMP G4

PROP. CURVE EO_G4P-1
PI STA. = 415+30.06
Δ = 67° 02' 26" (RT)
D = 5° 43' 46"
R = 1,000.00'
T = 662.39'
L = 1,170.08'
E = 199.49'
e = 6.0%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 408+67.66
P.T. STA. = 420+37.74
DESIGN SPEED = 50 MPH

RAMP E3

PROP. CURVE EO_E3P-2
PI STA. = 313+32.23
Δ = 6° 37' 21" (LT)
D = 1° 54' 35"
R = 3,000.00'
T = 173.57'
L = 346.76'
E = 5.02'
e = 3.4%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 311+58.65
P.T. STA. = 315+05.41
DESIGN SPEED = 50MPH

ELGIN O'HARE EASTBOUND

PROP. CURVE EO_2PGEB-4
PI STA. = 1965+27.41
Δ = 4° 06' 19" (LT)
D = 0° 17' 11"
R = 20,001.78'
T = 716.87'
L = 1,433.12'
E = 12.84'
e = NC
TR = _____
SE RUN = _____
P.C. STA. = 1958+10.54
P.T. STA. = 1972+43.66
DESIGN SPEED = 60 MPH

PROP. CURVE EO_2PGEB-5
PI STA. = 2017+54.35
Δ = 20° 30' 00" (LT)
D = 1° 08' 03"
R = 5,052.00'
T = 913.55'
L = 1,807.57'
E = 81.93'
e = 3.0%
TR = _____
SE RUN = _____
P.C. STA. = 2008+40.80
P.T. STA. = 2026+48.36
DESIGN SPEED = 60 MPH

RAMP E4

PROP. CURVE EO_E4P-2
PI STA. = 416+36.05
Δ = 4° 26' 33" (LT)
D = 0° 34' 47"
R = 9,881.00'
T = 383.25'
L = 766.12'
E = 7.43'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 412+52.79
P.T. STA. = 420+18.92
DESIGN SPEED = 50 MPH

EASTBOUND FRONTAGE RD - EG

PROP. CURVE EO_EBFR_EG-2
PI STA.. = 261+36.18
Δ = 25° 01' 11" (LT)
D = 7° 02' 51"
R = 813.00'
T = 180.38'
L = 355.02'
E = 19.77'
e = 5.4%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 259+55.79
P.T. STA. = 263+10.81
DESIGN SPEED = 40 MPH

RAMP G1

PROP. CURVE EO_G1P-3
PI STA. = 132+02.56
Δ = 96° 49' 35" (LT)
D = 6° 44' 26"
R = 850.00'
T = 957.82'
L = 1,436.45'
E = 430.60'
e = 6.0%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 122+44.73
P.T. STA. = 136+81.18
DESIGN SPEED = 50 MPH

PROP. CURVE EO_G1P-4
PI STA. = 148+22.58
Δ = 10° 18' 57" (LT)
D = 1° 16' 24"
R = 4,500.00'
T = 406.19'
L = 810.19'
E = 18.30'
e = 2.6%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 144+16.38
P.T. STA. = 152+26.58
DESIGN SPEED = 50 MPH

RAMP K3

PROP. CURVE EO_K3P-1
PI STA. = 301+06.52
Δ = 8° 07' 27" (LT)
D = 3° 49' 11"
R = 1,500.00'
T = 106.52'
L = 212.69'
E = 3.78'
e = 5.2%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 300+00.00
P.T. STA. = 302+12.69
DESIGN SPEED = 50 MPH

PROP. CURVE EO_K3P-2
PI STA. = 316+45.43
Δ = 19° 26' 54" (LT)
D = 2° 51' 53"
R = 2,000.00'
T = 342.74'
L = 678.88'
E = 29.15'
e = 4.4%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 313+02.69
P.T. STA. = 319+81.57
DESIGN SPEED = 50 MPH

PARK BLVD-SOUTH

PROP. CURVE PARKPS-1
PI STA. = 100+48.04
Δ = 42° 06' 21" (RT)
D = 65° 06' 32"
R = 88.00'
T = 33.87'
L = 64.67'
E = 6.29'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 100+14.17
P.C.C. STA. = 100+78.84
DESIGN SPEED = 20 MPH

PROP. CURVE PARKPS-2
PI STA. = 102+62.28
Δ = 25° 09' 37" (RT)
D = 6° 58' 13"
R = 822.00'
T = 183.44'
L = 360.97'
E = 20.22'
e = NC
T.R. = _____
S.E. RUN = _____
P.C.C. STA. = 100+78.84
P.C.C. STA. = 104+39.80
DESIGN SPEED = 20 MPH

PROP. CURVE PARKPS-3
PI STA. = 104+85.10
Δ = 17° 52' 41" (RT)
D = 19° 53' 40"
R = 288.00'
T = 45.30'
L = 89.87'
E = 3.54'
e = NC
T.R. = _____
S.E. RUN = _____
P.C.C. STA. = 104+39.80
P.T. STA. = 105+29.67
DESIGN SPEED = 20 MPH

RAMP K4

PROP. CURVE EO_K4P-1
PI STA. = 402+71.15
Δ = 28° 05' 15" (RT)
D = 5° 17' 08"
R = 1,084.00'
T = 271.15'
L = 531.40'
E = 33.40'
e = 5.8%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 400+00.00
P.C.C. STA. = 405+31.40
DESIGN SPEED = 50 MPH

PROP. CURVE EO_K4P-2
PI STA. = 408+69.19
Δ = 43° 20' 46" (RT)
D = 6° 44' 26"
R = 850.00'
T = 337.79'
L = 643.05'
E = 64.66'
e = 6.0%
T.R. = _____
S.E. RUN = _____
P.C.C. STA. = 405+31.40
P.T. STA. = 411+74.45
DESIGN SPEED = 50 MPH

PROP. CURVE EO_K4P-3
PI STA. = 416+91.63
Δ = 2° 23' 41" (LT)
D = 0° 34' 21"
R = 10,000.00'
T = 209.18'
L = 418.30'
E = 2.19'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 414+82.45
P.T. STA. = 419+00.75
DESIGN SPEED = 50 MPH

RAMP G5

PROP. CURVE EO_G5P-2
PI STA. = 526+55.56
Δ = 37° 14' 50" (LT)
D = 4° 30' 41"
R = 1,270.00'
T = 427.99'
L = 825.61'
E = 70.18'
e = 5.6%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 522+27.58
P.C.C. STA. = 530+53.19
DESIGN SPEED = 50 MPH

PROP. CURVE EO_G5P-3
PI STA. = 537+98.67
Δ = 8° 31' 18" (LT)
D = 0° 34' 21"
R = 10,006.00'
T = 745.48'
L = 1,488.21'
E = 27.73'
e = NC
T.R. = _____
S.E. RUN = _____
P.C.C. STA. = 530+53.19
P.C.C. STA. = 545+41.40
DESIGN SPEED = 50 MPH

PROP. CURVE EO_G5P-4
PI STA. = 551+76.79
Δ = 51° 28' 35" (LT)
D = 4° 20' 50"
R = 1,318.00'
T = 635.39'
L = 1,184.13'
E = 145.16'
e = 5.4%
T.R. = _____
S.E. RUN = _____
P.C.C. STA. = 545+41.40
P.T. STA. = 557+25.53
DESIGN SPEED = 50 MPH

RAMP G6

PROP. CURVE EO_G6P-1
PI STA. = 619+44.27
Δ = 88° 27' 45" (RT)
D = 5° 12' 31"
R = 1,100.00'
T = 1,070.87'
L = 1,698.36'
E = 435.18'
e = 5.8%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 608+73.39
P.T. STA. = 625+71.75
DESIGN SPEED = 50 MPH

PROP. CURVE EO_G6P-2
PI STA. = 631+14.17
Δ = 9° 51' 53" (LT)
D = 1° 25' 57"
R = 4,000.00'
T = 345.19'
L = 688.68'
E = 14.87'
e = 2.8%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 627+68.97
P.T. STA. = 634+57.65
DESIGN SPEED = 50 MPH

RAMP K6

PROP. CURVE EO_K6P-1
PI STA. = 606+13.18
Δ = 9° 30' 00" (RT)
D = 2° 51' 53"
R = 2,000.00'
T = 166.19'
L = 331.61'
E = 6.89'
e = 4.4%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 604+46.99
P.T. STA. = 607+78.61
DESIGN SPEED = 50 MPH

PROP. CURVE EO_K6P-2
PI STA. = 610+60.49
Δ = 5° 30' 46" (LT)
D = 40° 55' 32"
R = 140.00'
T = 6.74'
L = 13.47'
E = 0.16'
e = 5.4%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 610+53.75
P.T. STA. = 610+67.22
DESIGN SPEED = 20 MPH

RAMP K5

PROP. CURVE EO_K5P-1
PI STA. = 501+18.89
Δ = 4° 32' 20" (LT)
D = 1° 54' 35"
R = 3,000.00'
T = 118.89'
L = 237.65'
E = 2.35'
e = 3.4%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 500+00.00
P.T. STA. = 502+37.65
DESIGN SPEED = 50 MPH

PROP. CURVE EO_K5P-2
PI STA. = 506+18.26
Δ = 6° 05' 03" (RT)
D = 2° 17' 31"
R = 2,500.00'
T = 132.86'
L = 265.47'
E = 3.53'
e = 3.8%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 504+85.40
P.T. STA. = 507+50.87
DESIGN SPEED = 50 MPH

PROP. CURVE EO_K5P-3
PI STA. = 513+15.15
Δ = 59° 35' 24" (LT)
D = 39° 47' 19"
R = 144.00'
T = 82.45'
L = 149.77'
E = 21.94'
e = 6.0%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 512+32.70
P.T. STA. = 513+82.47
DESIGN SPEED = 25 MPH

PROP. CURVE EO_G5P-5
PI STA. = 563+97.10
Δ = 19° 33' 36" (RT)
D = 2° 56' 29"
R = 1,948.00'
T = 335.78'
L = 665.02'
E = 28.73'
e = 4.4%
T.R. = _____
S.E. RUN = _____
P.C. STA. = 560+61.32
P.T. STA. = 567+26.34
DESIGN SPEED = 50 MPH

PROP. CURVE EO_G5P-6
PI STA. = 578+02.19
Δ = 6° 53' 27" (RT)
D = 0° 31' 30"
R = 10,912.00'
T = 656.97'
L = 1,312.35'
E = 19.76'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 571+45.22
P.T. STA. = 584+57.57
DESIGN SPEED = 50 MPH

PROP. CURVE EO_G5P-7
PI STA. = 594+27.01
Δ = 9° 23' 21" (LT)
D = 0° 57' 13"
R = 6,008.00'
T = 493.37'
L = 984.54'
E = 20.22'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 589+33.64
P.T. STA. = 599+18.17
DESIGN SPEED = 50 MPH

PARK BLVD - EAST

PROP. CURVE PARKEAST_P-1
PI STA. = 500+99.34
Δ = 71° 53' 40" (LT)
D = 41° 49' 18"
R = 137.00'
T = 99.34'
L = 171.91'
E = 32.23'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 500+00.00
P.T. STA. = 501+71.91
DESIGN SPEED = 30 MPH

PROP. CURVE PARKEAST_P-2
PI STA. = 502+44.43
Δ = 27° 10' 50" (LT)
D = 19° 05' 55"
R = 300.00'
T = 72.52'
L = 142.32'
E = 8.64'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 501+71.91
P.T. STA. = 503+14.22
DESIGN SPEED = 30 MPH

PROP. CURVE PARKEAST_P-3
PI STA. = 508+77.37
Δ = 58° 34' 25" (RT)
D = 24° 54' 40"
R = 230.00'
T = 129.00'
L = 235.13'
E = 33.71'
e = NC
T.R. = _____
S.E. RUN = _____
P.C. STA. = 507+48.37
P.T. STA. = 509+83.50
DESIGN SPEED = 30 MPH

LEGEND

B-1 BRIDGE DESIGNATION
R-101 RETAINING WALL DESIGNATION
TRAFFIC FLOW ARROWS
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED EASEMENT
TEMPORARY EASEMENT
PROPOSED PIER LOCATION
ACCESS CONTROL
BUILDING DISPLACEMENT
ROADWAY REMOVAL

0 200 400
SCALE IN FEET

FILE NAME = D1EOWB-02-sht-gpsPlan-1005.dgn
USER NAME = gspivey
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 7/16/2012

DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 07/16/2012

REVISED -
REVISED -
REVISED -
REVISED -

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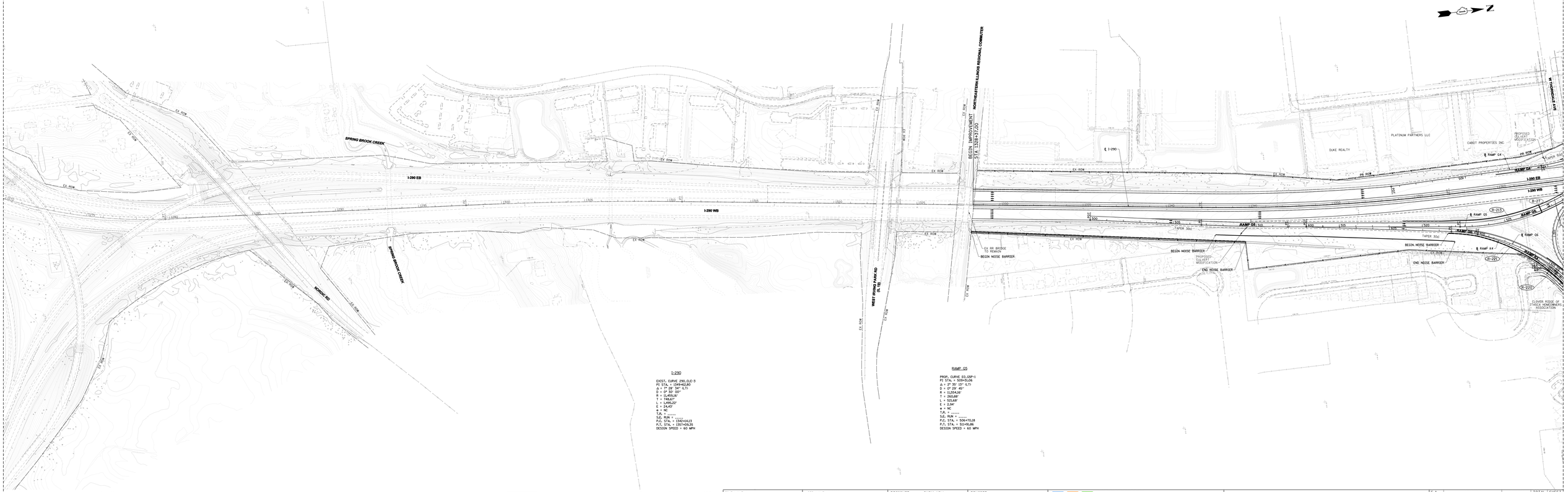
Illinois Department of Transportation
CH2MHILL

ELGIN O'HARE EXPRESSWAY
ROHLWING ROAD (IL 53) TO PARK BOULEVARD

SCALE: | SHEET NO. 27 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	27
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION - PART A


SPRING BROOK CREEK
I-290 EB
I-290 WB
EX ROW
NORDIC RD
SPRING BROOK CREEK
BEGIN IMPROVEMENT STA 1328+37.00
NORTHEASTERN ILLINOIS REGIONAL COMMUTER
WEST IRVING PARK RD (IL 19)
℄ I-290
DUKE REALTY
PLATINUM PARTNERS LLC
CABOT PROPERTIES INC
PROPOSED CULVERT MODIFICATION
PR ROW
℄ RAMP G4
TAPER 300
RAMP G4
I-290 EB
I-290 WB
℄ RAMP G5
RAMP G5
TAPER 300
RAMP G5
℄ RAMP G6
RAMP K4
EX RR BRIDGE TO REMAIN
BEGIN NOISE BARRIER
PROPOSED-CULVERT MODIFICATION
END NOISE BARRIER
BEGIN NOISE BARRIER
END NOISE BARRIER
R-213
R-221
R-220
B-27
CLOVER RIDGE OF ITASCA HOMEOWNERS ASSOCIATION
W THORNDALE AVE
1300
1305
1310
1315
1320
1325
1330
1335
1340
1345
1350
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1360
1365
1370
1375
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1495

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PLOT DATE = 7/16/2012

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DRAWN	-	CH2M HILL	REVISED -
CHECKED	-	CH2M HILL	REVISED -
DATE	-	07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
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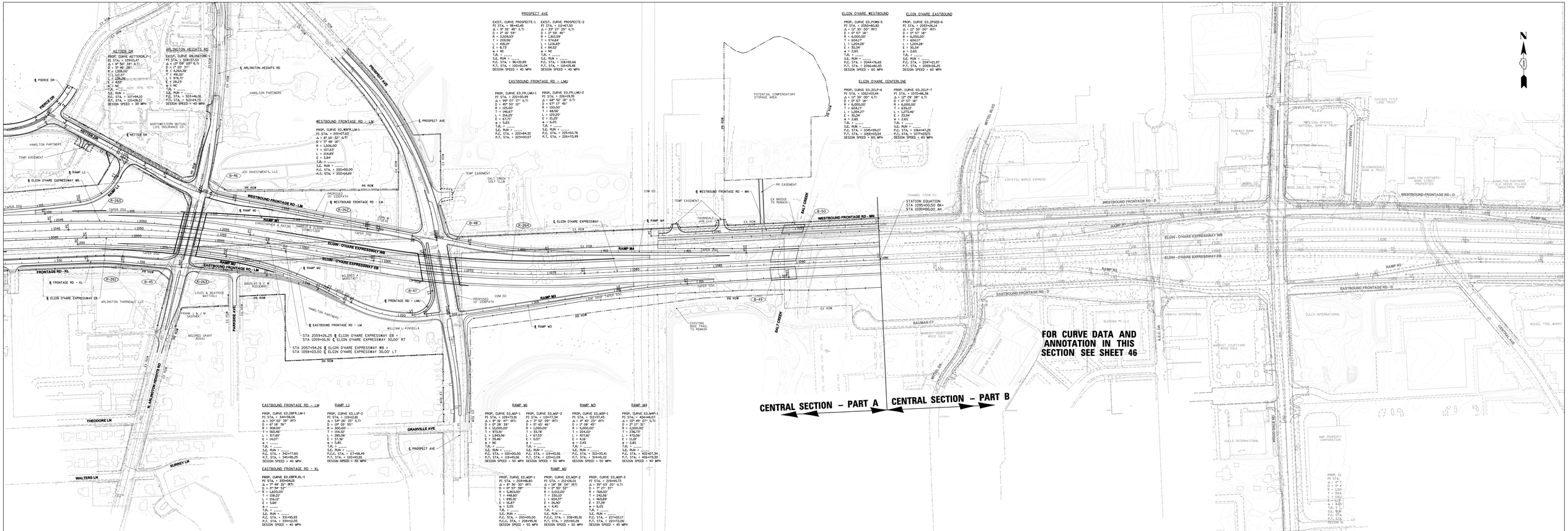
I-290
NORTH OF ELGIN O'HARE EXPRESSWAY

SCALE= | SHEET NO. 29 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	29
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART A



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	PLOT DATE = 7/16/2012	DATE = 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
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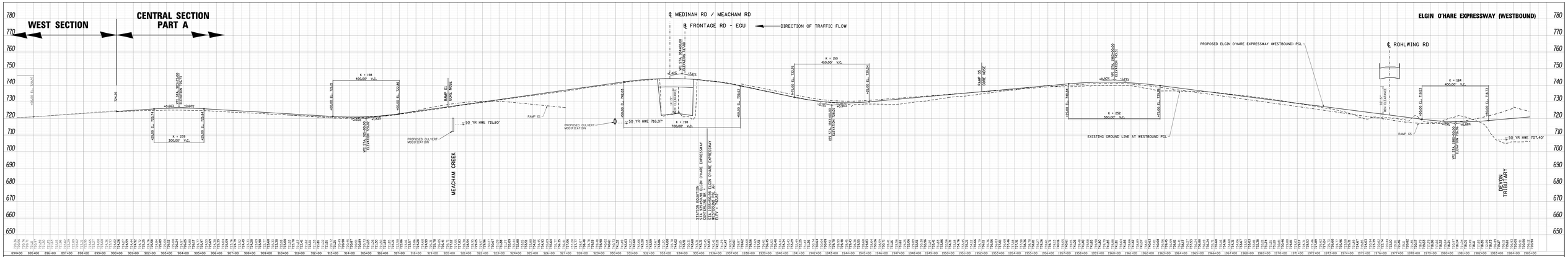
Illinois Department of Transportation
CH2MHILL

ELGIN O'HARE EXPRESSWAY
ARLINGTON HEIGHTS ROAD TO WOOD DALE ROAD

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	30
		CONTRACT NO.		
SCALE=	SHEET NO. 30 OF 95 SHEETS STA.	TO STA.	ILLINOIS FED. AID PROJECT	

CENTRAL SECTION – PART A


WEST SECTION
CENTRAL SECTION PART A
℄ MEDINAH RD / MEACHAM RD
℄ FRONTAGE RD - EGU
DIRECTION OF TRAFFIC FLOW
ELGIN O'HARE EXPRESSWAY (WESTBOUND)
PROPOSED ELGIN O'HARE EXPRESSWAY (WESTBOUND) PGL
℄ ROHLWING RD
EXISTING GROUND LINE AT WESTBOUND PGL
RAMP E1 CORE NOSE
RAMP E2 CORE NOSE
RAMP G5 CORE NOSE
RAMP G7 CORE NOSE
RAMP E1
RAMP E2
RAMP G5
RAMP G7
MEACHAM CREEK
DEVON TRIBUTARY
PROPOSED CULVERT MODIFICATION
50 YR HWE 715.80'
50 YR HWE 716.97'
50 YR HWE 716.90'
50 YR HWE 707.40'
K = 239
300.00' V.C.
K = 198
400.00' V.C.
K = 198
700.00' V.C.
K = 150
450.00' V.C.
K = 252
550.00' V.C.
K = 184
400.00' V.C.
K = 181
400.00' V.C.
16'-0" MIN CLEARANCE
+0.66%
-0.60%
-0.12%
+0.90%
+0.30%
-1.29%
+0.48%
+0.29%
-0.84%
714.76
STA 894+00.00
ELEVATION 714.76
STA 905+00.00
ELEVATION 720.67
STA 911+00.00
ELEVATION 722.86
STA 916+00.00
ELEVATION 724.03
STA 927+00.00
ELEVATION 726.62
STA 1933+00.00
ELEVATION 743.01
STA 1945+00.00
ELEVATION 743.01
STA 1950+00.00
ELEVATION 739.62
STA 1956+00.00
ELEVATION 736.24
STA 1961+00.00
ELEVATION 736.24
STA 1966+00.00
ELEVATION 736.24
STA 1973+00.00
ELEVATION 736.24
STA 1978+00.00
ELEVATION 736.24
STA 1983+00.00
ELEVATION 736.24
STATION EQUATION
STA 1935+45.28 ELGIN O'HARE EXPRESSWAY
STA 1935+45.28 AHEAD
=
STA 1935+45.28 ELGIN O'HARE EXPRESSWAY
STA 1935+45.28 BACK
ELEV = 742.62'
+00.00 EL. 726.76
+00.00 EL. 726.41
+00.00 EL. 722.86
+00.00 EL. 724.03
+00.00 EL. 726.62
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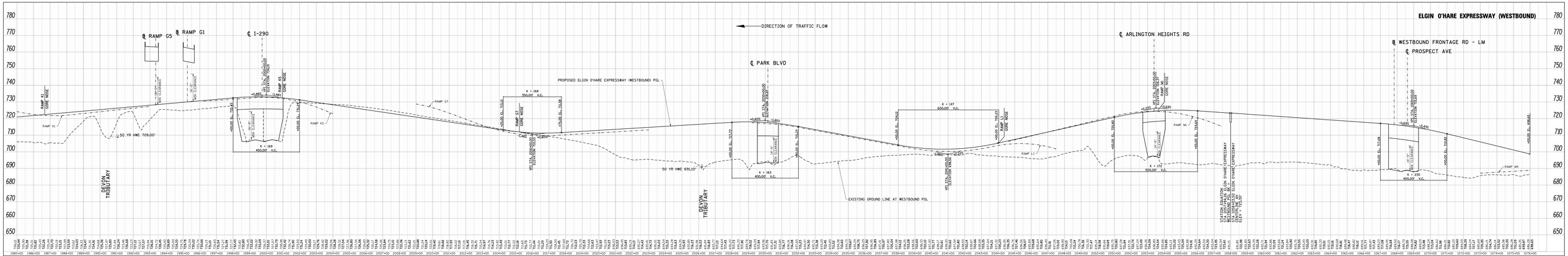
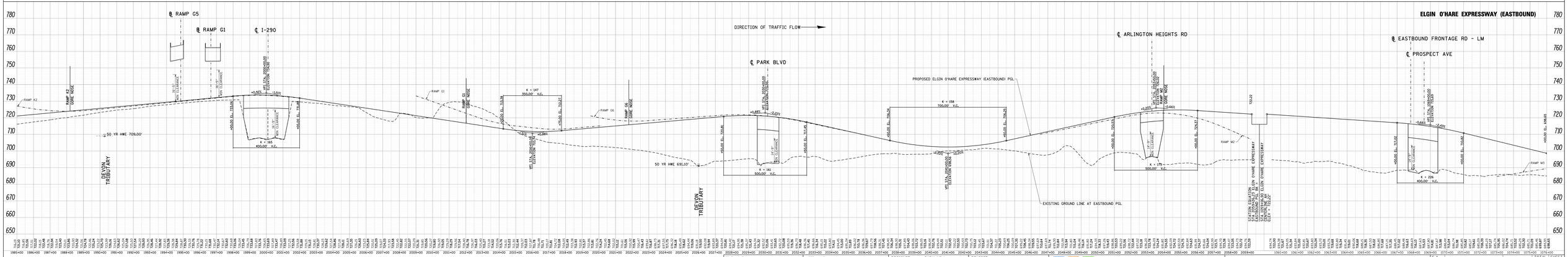
+00.00 EL. 736.24





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PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

ELGIN O'HARE WEST BYPASS
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ELGIN O'HARE EXPRESSWAY PROFILES

SCALES | SHEET NO. 32 OF 95 SHEETS | STA. | TO STA.

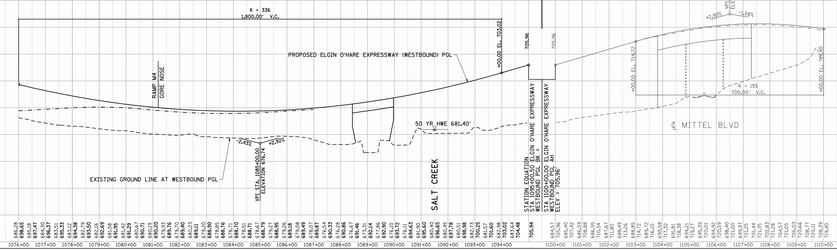
F.A. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
			95 32
		CONTRACT NO.	
	ILLINOIS FED. AID PROJECT		

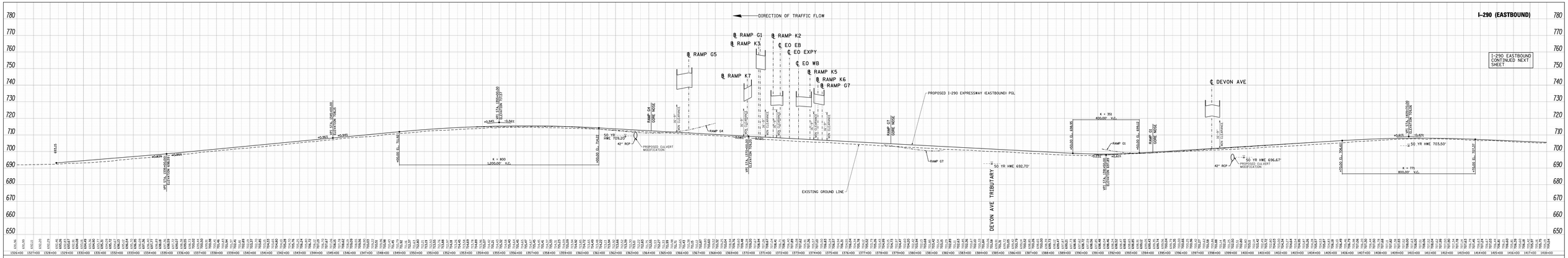
CENTRAL SECTION – PART A

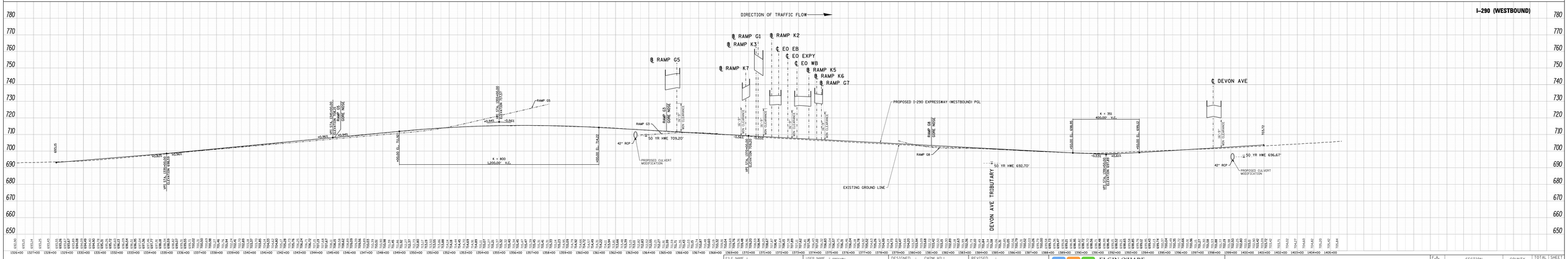
ELGIN O'HARE EXPRESSWAY (WESTBOUND)

DIRECTION OF TRAFFIC FLOW

CENTRAL SECTION – PART A | **CENTRAL SECTION – PART B**







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	DATE - 07/16/2012	REVISED -	

ELGIN O'HARE WEST BYPASS
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CH2MHILL

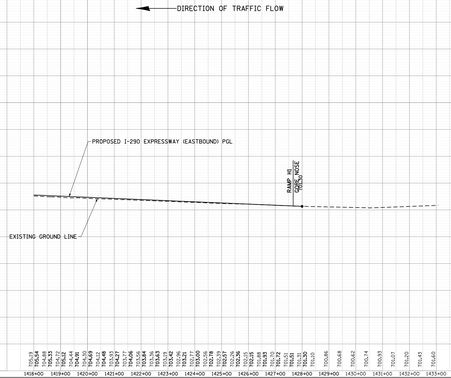
I-290 EXPRESSWAY PROFILES

SCALES | SHEET NO. 34 OF 95 SHEETS STA. | TO STA.

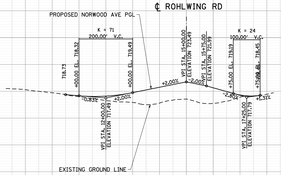
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	34
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART A

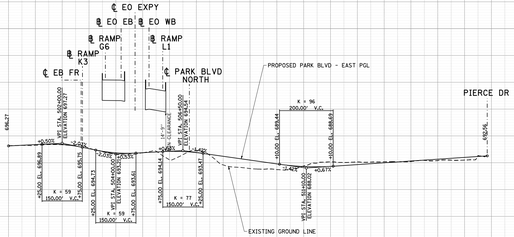
I-290 (EASTBOUND)



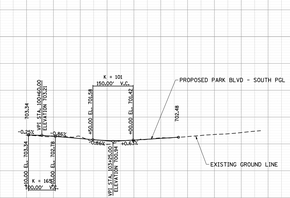
NORWOOD AVE



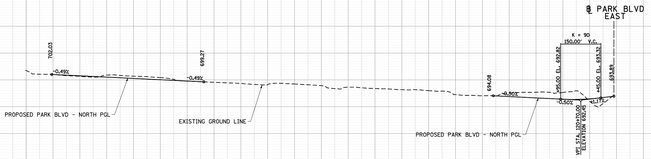
PARK BLVD – EAST



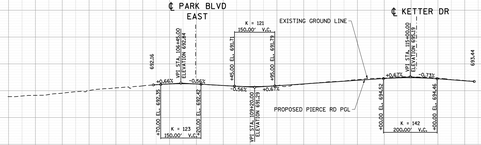
PARK BLVD – SOUTH



PARK BLVD – NORTH



PIERCE DR



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	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

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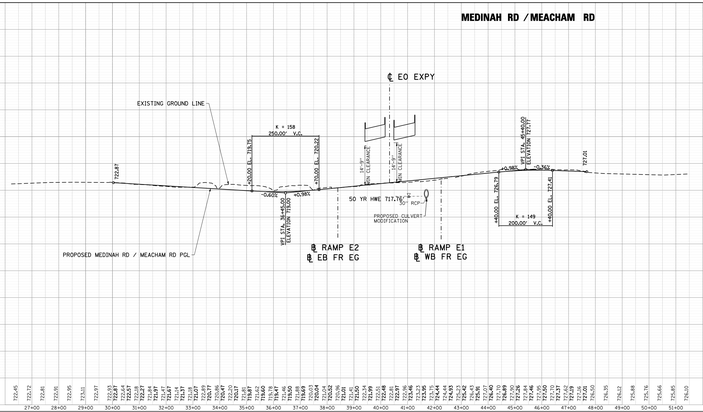
ELGIN O'HARE EXPRESSWAY
CROSSROAD PROFILES

SCALES | SHEET NO. 35 OF 95 SHEETS | STA. | TO STA.

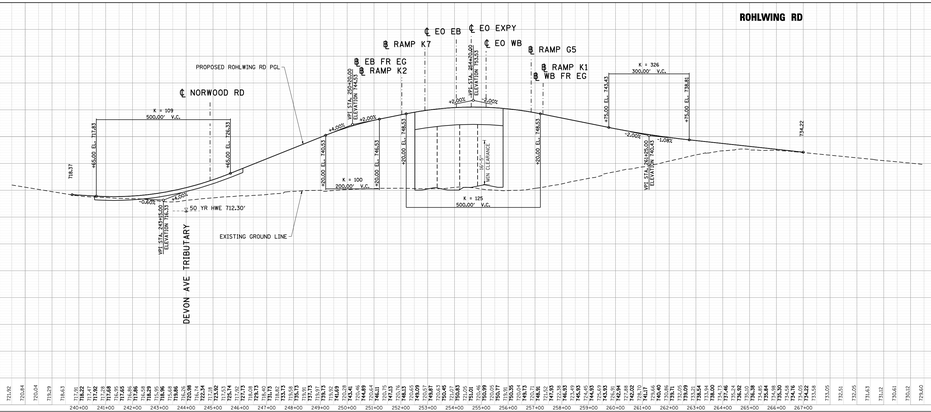
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	35
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART A

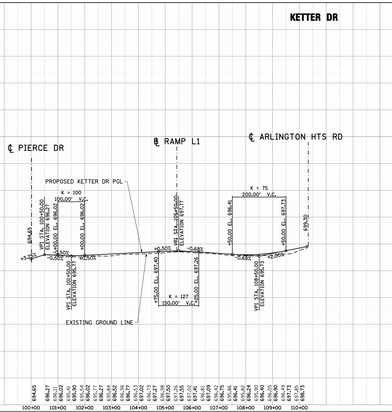
MEDINAH RD / MEACHAM RD



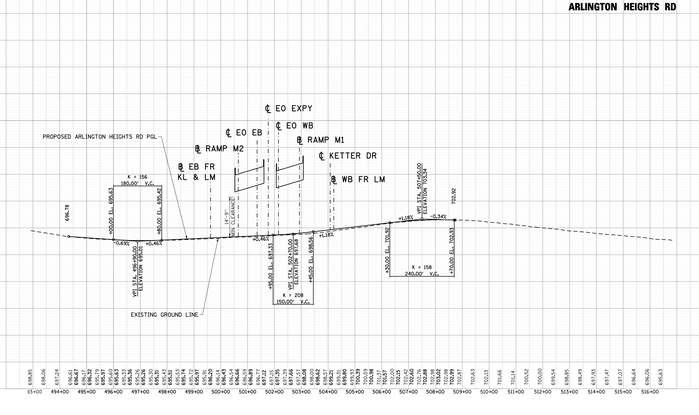
ROHLWING RD



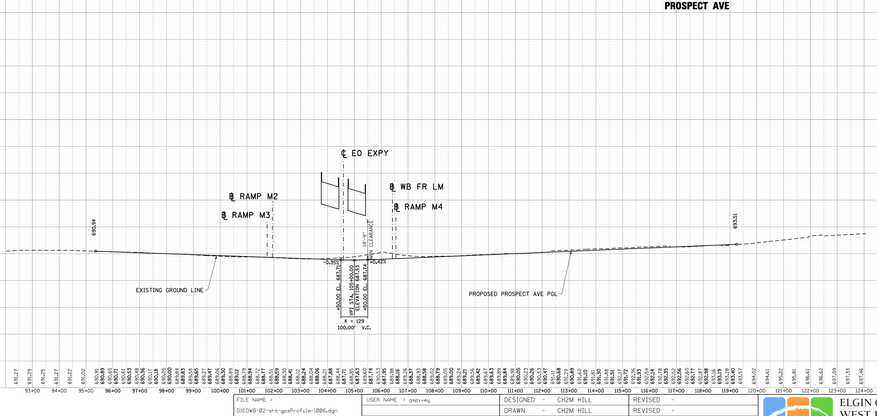
KETTER DR



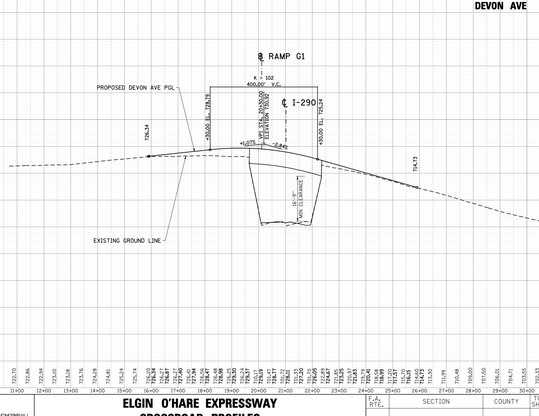
ARLINGTON HEIGHTS RD



PROSPECT AVE



DEVON AVE



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PLOT DATE = 7/16/2012	DATE - 07/16/2012		REVISED -

ELGIN O'HARE WEST BYPASS
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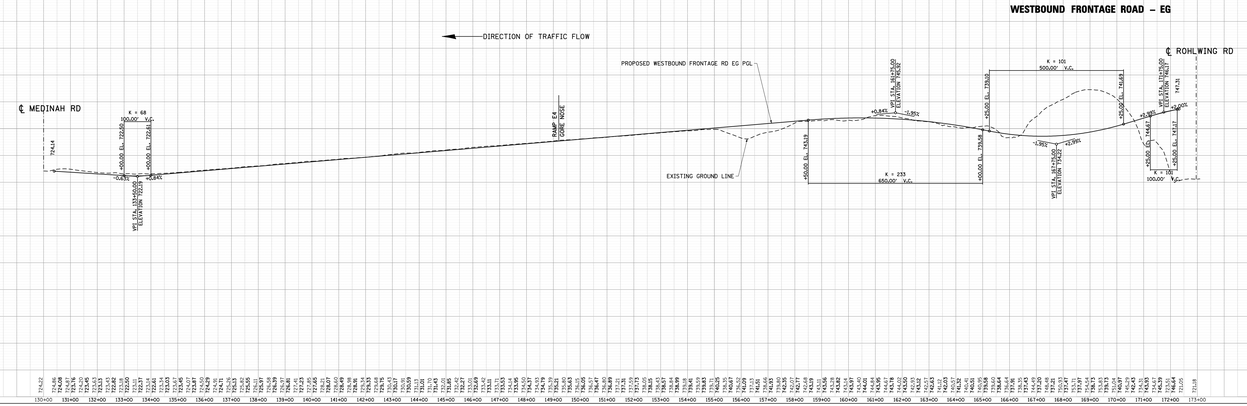
ELGIN O'HARE EXPRESSWAY
CROSSROAD PROFILES

SCALES | SHEET NO. 36 OF 95 SHEETS | STA. | TO STA.

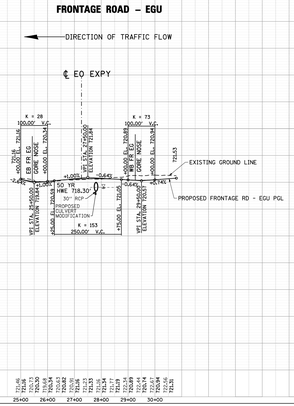
F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
			95
		CONTRACT NO.	
	ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART A

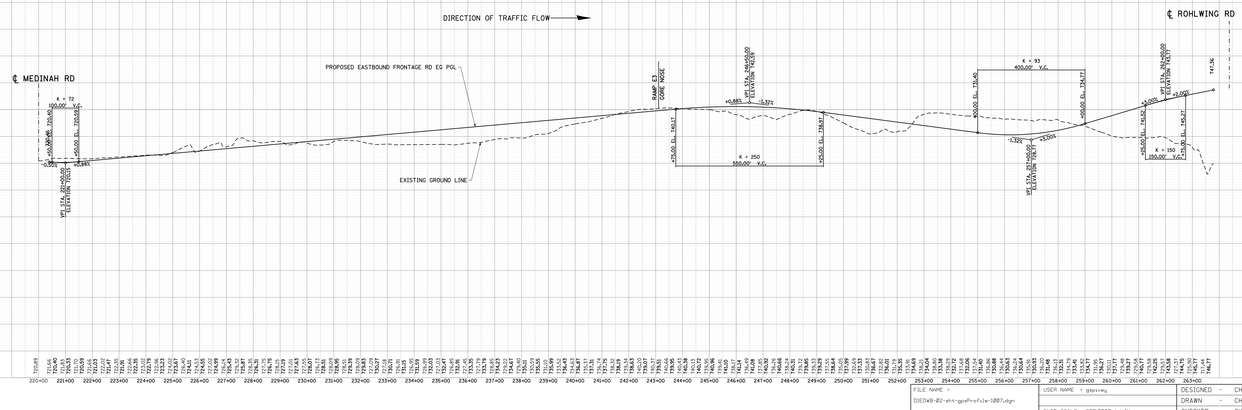
WESTBOUND FRONTAGE ROAD – EG



FRONTAGE ROAD – EGU



EASTBOUND FRONTAGE ROAD – EG



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ELGIN O'HARE WEST BYPASS
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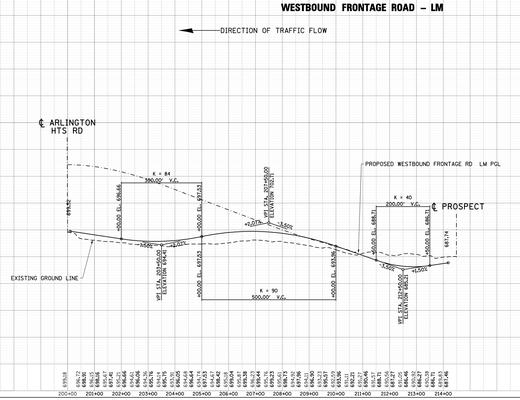
ELGIN O'HARE EXPRESSWAY
FRONTAGE ROAD PROFILES

SCALES | SHEET NO. 37 OF 95 SHEETS | STA. | TO STA.

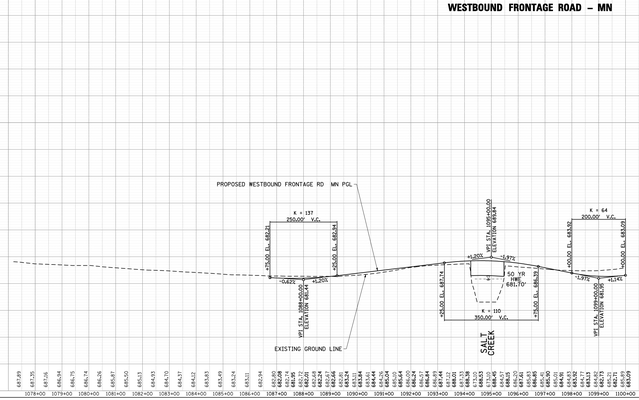
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	37
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART A

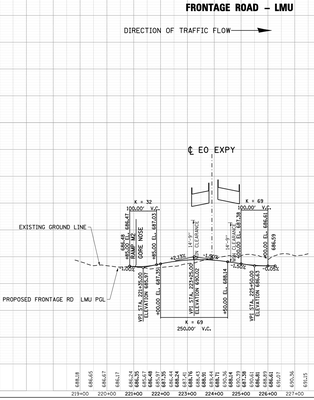
WESTBOUND FRONTAGE ROAD – LM



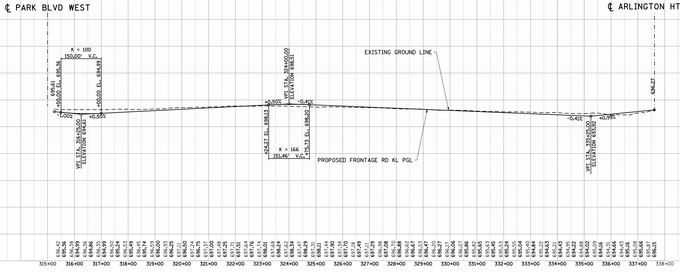
WESTBOUND FRONTAGE ROAD – MN

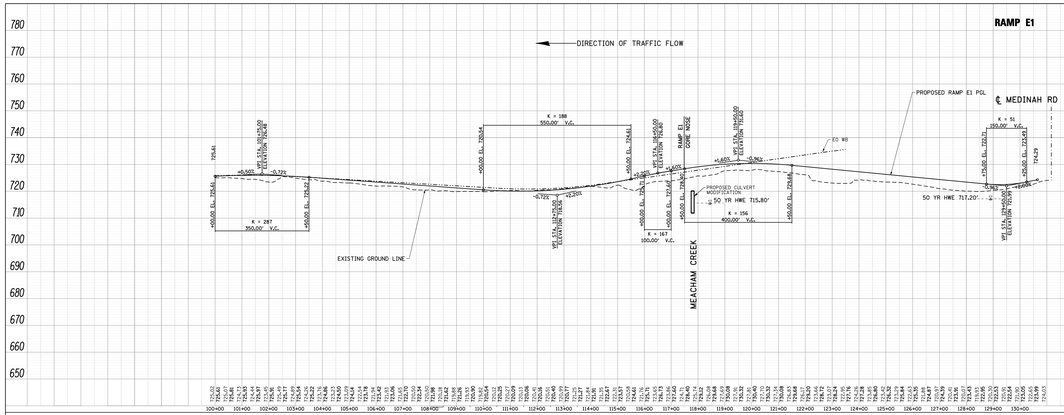


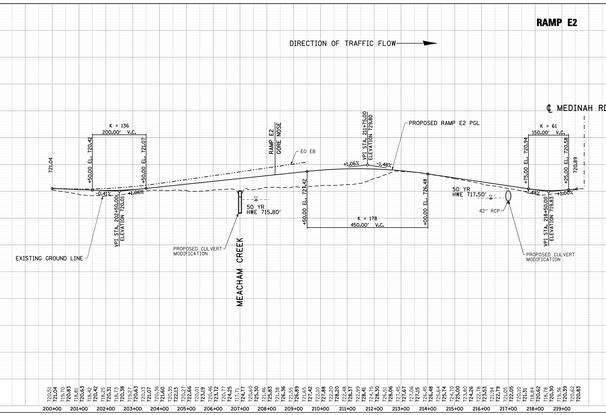
FRONTAGE ROAD – LMU

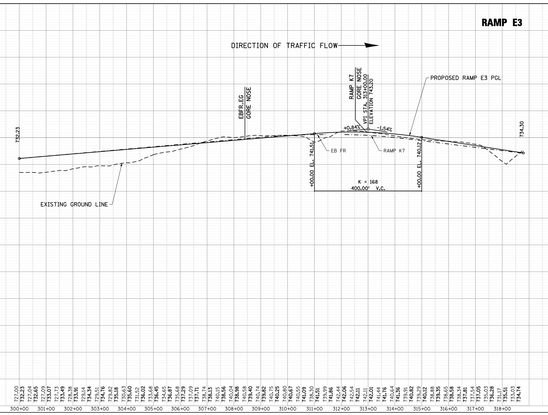


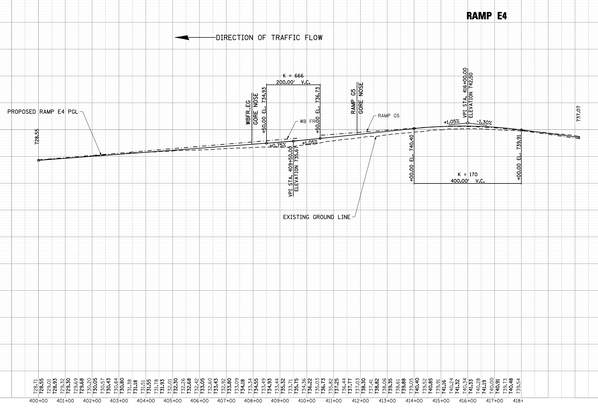
FRONTAGE ROAD – KL

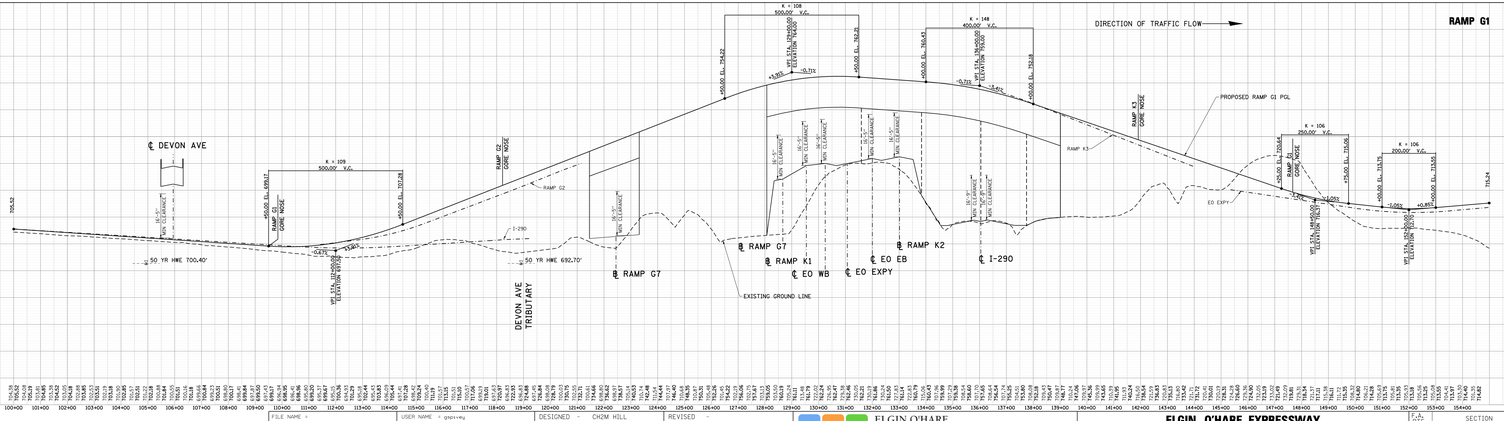












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ELGIN O'HARE WEST BYPASS
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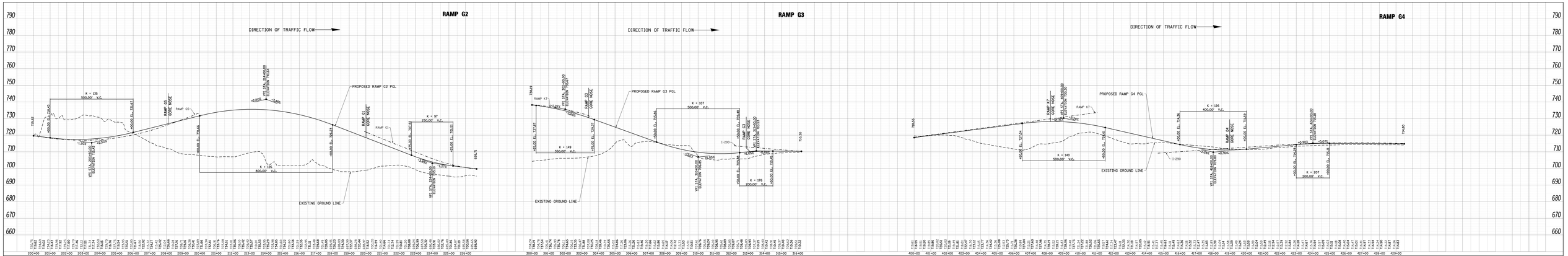
Virginia Department of Transportation | CH2MHILL

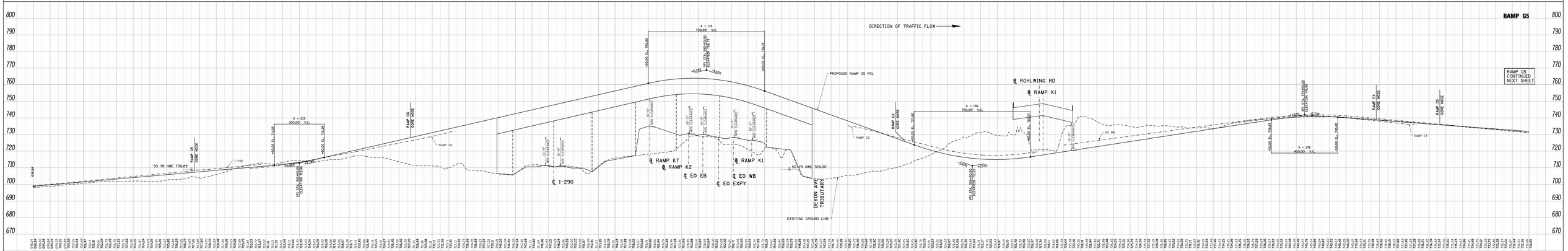
ELGIN O'HARE EXPRESSWAY
RAMP PROFILES

SCALES | SHEET NO. 39 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	39
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART A





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PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

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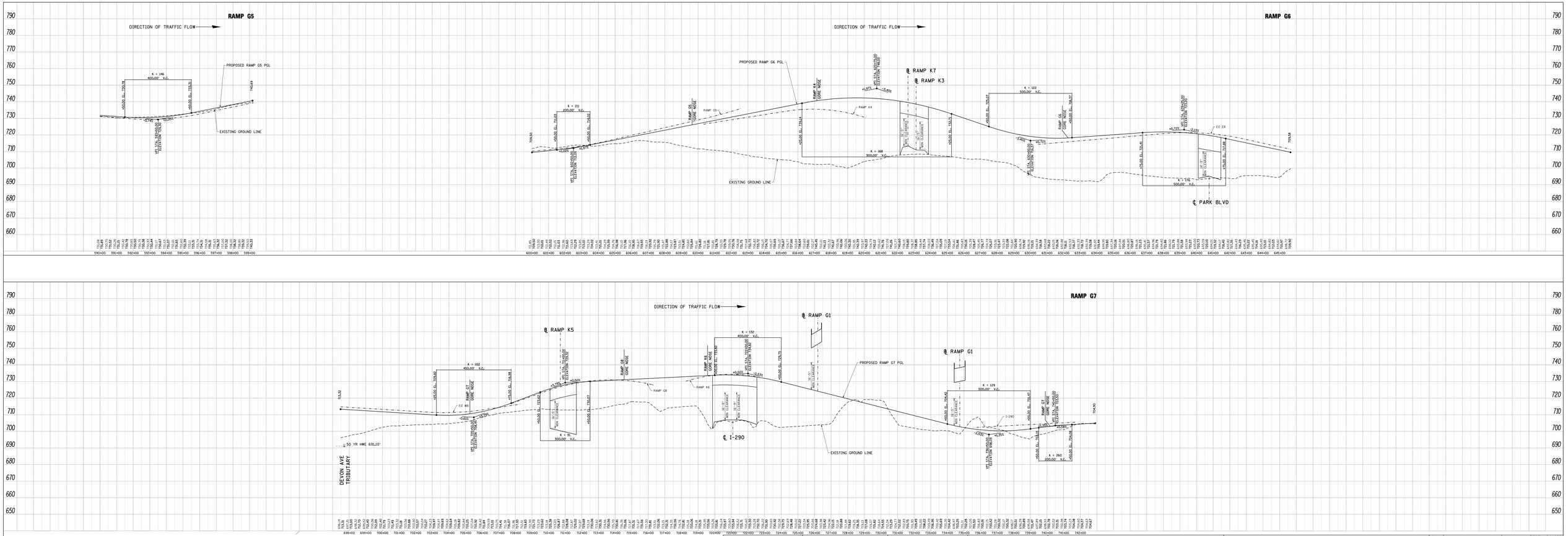
ELGIN O'HARE EXPRESSWAY SYSTEM RAMP PROFILES AT I-290 EXPRESSWAY

SCALES | SHEET NO. 40 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	40
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART A



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	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

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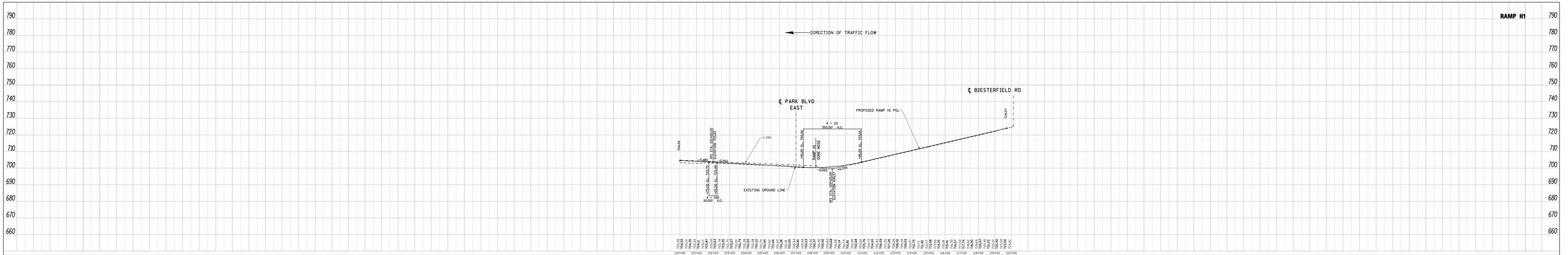
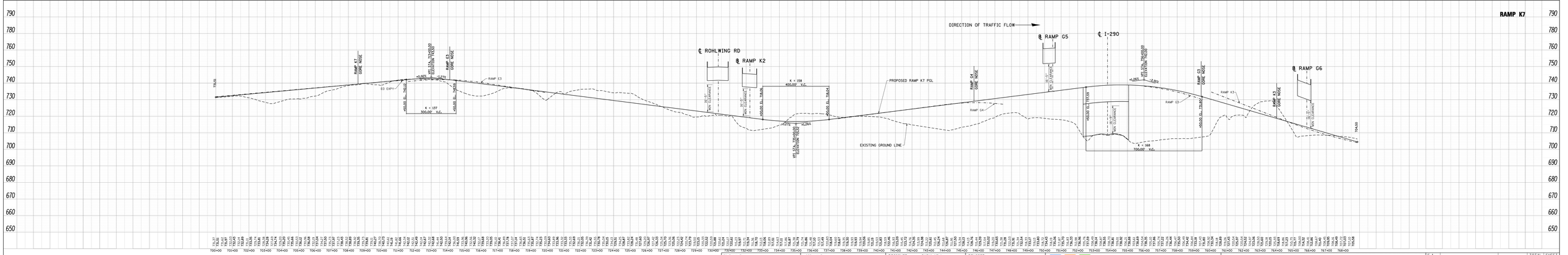
ELGIN O'HARE EXPRESSWAY SYSTEM RAMP PROFILES AT I-290 EXPRESSWAY & RAMP PROFILES

SCALES | SHEET NO. 41 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	41
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART A





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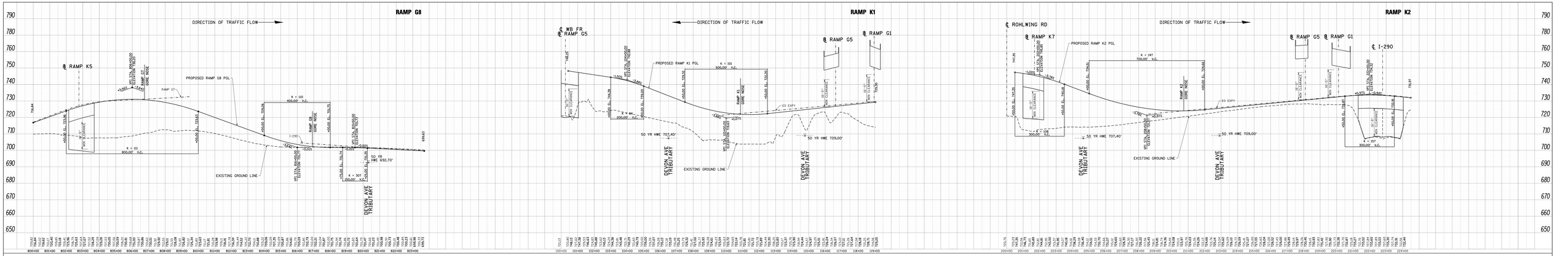
	PLOT SCALE = 200.0000 ' / IN.	DRAWN - CH2M HILL	REVISED -		
	PLOT DATE = 7/16/2012	CHECKED - CH2M HILL	REVISED -		SCALES SHEET NO. 42 OF 95 SHEETS STA. TO STA.
		DATE - 07/16/2012	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	42
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART A



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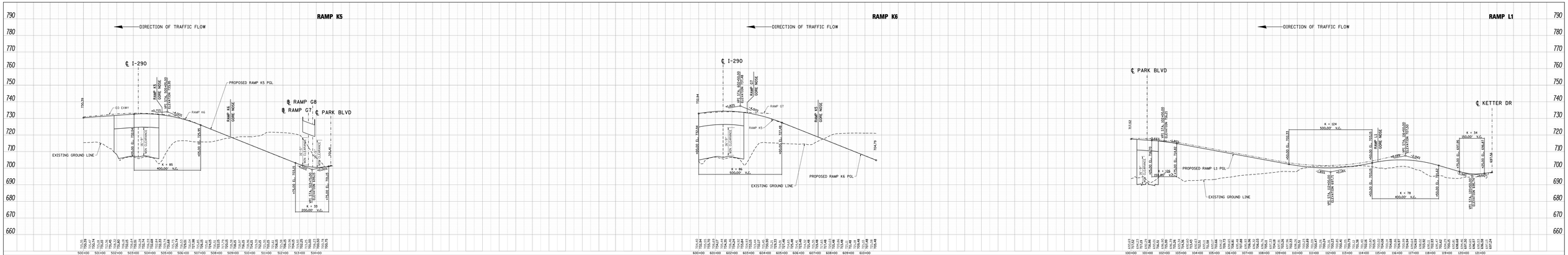
		DRAWN - CH2M HILL	REVISED -			
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -			
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -			

ELGIN O'HARE EXPRESSWAY SYSTEM RAMP PROFILES AT I-290 EXPRESSWAY & RAMP PROFILES

SCALE= | SHEET NO. 43 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	43
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART A



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PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

ELGIN O'HARE WEST BYPASS
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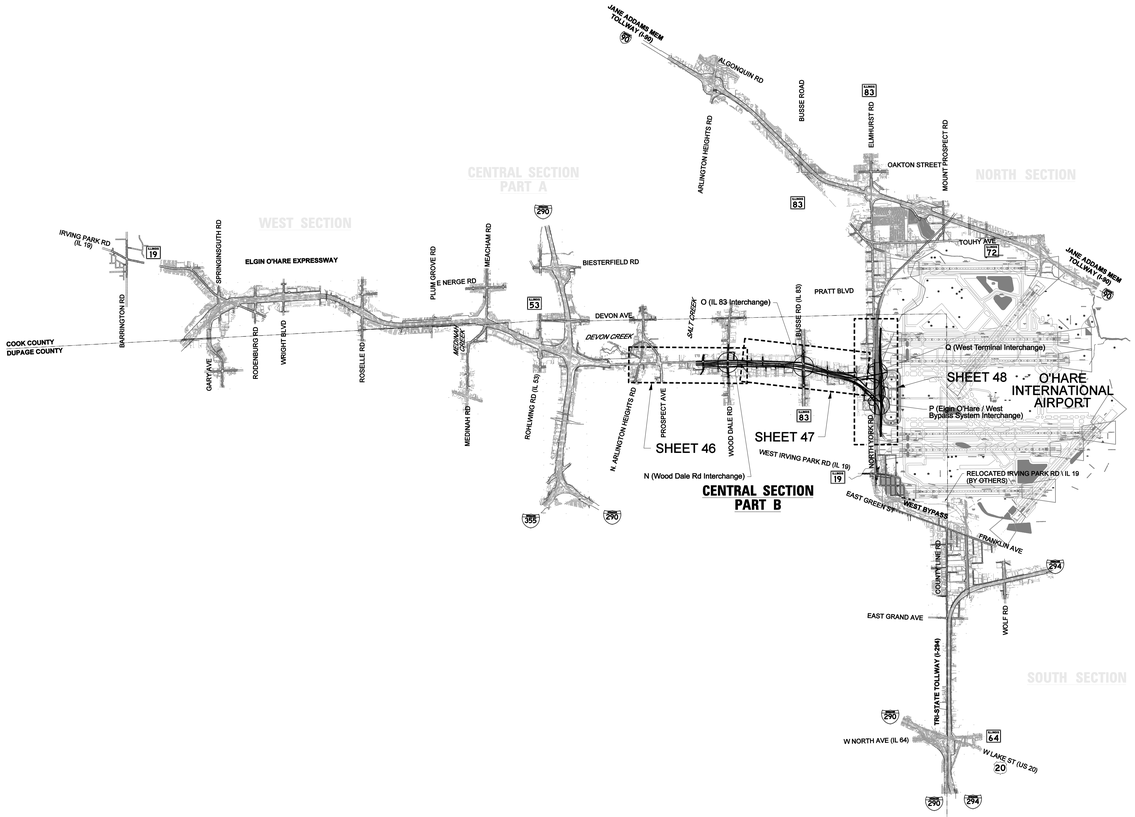
CH2MHILL

ELGIN O'HARE EXPRESSWAY
RAMP PROFILES

SCALES | SHEET NO. 44 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	44
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART A



0 4000 8000
SCALE IN FEET

N

INDEX OF SHEETS

1	COVER SHEET
2	ROADWAY PLAN SHEET LAYOUT
3 - 11	TYPICAL SECTION SHEETS
	WEST SECTION
12	ROADWAY PLAN SHEET LAYOUT
13-16	ROADWAY PLAN SHEETS
17 - 24	ROADWAY PROFILE SHEETS
	CENTRAL SECTION - PART A
25	ROADWAY PLAN SHEET LAYOUT
26 - 30	ROADWAY PLAN SHEETS
31 - 44	ROADWAY PROFILE SHEETS
	CENTRAL SECTION - PART B
45	**ROADWAY PLAN SHEET LAYOUT**
46 - 48	**ROADWAY PLAN SHEETS**
49 - 61	**ROADWAY PROFILE SHEETS**
	SOUTH SECTION
62	ROADWAY PLAN SHEET LAYOUT
63 - 69	ROADWAY PLAN SHEETS
67 - 77	ROADWAY PROFILE SHEETS
	NORTH SECTION
78	ROADWAY PLAN SHEET LAYOUT
79 - 84	ROADWAY PLAN SHEETS
85 - 95	ROADWAY PROFILE SHEETS

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	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

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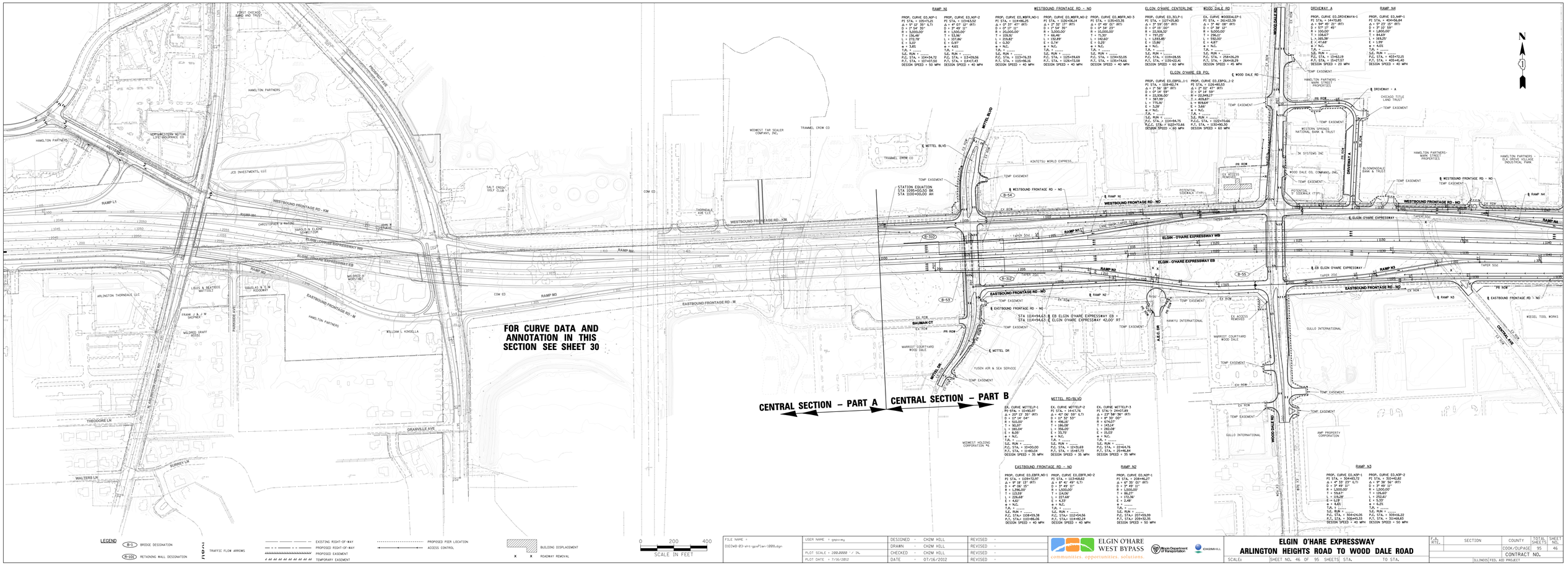
ROADWAY PLAN SHEET LAYOUT
ELGIN O'HARE AND WEST BYPASS

SCALES | SHEET NO. 45 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	45
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART B


FOR CURVE DATA AND ANNOTATION IN THIS SECTION SEE SHEET 30
CENTRAL SECTION – PART A
CENTRAL SECTION – PART B
RAMP N1
PROP. CURVE ED_NSP-1
PI STA. = 1051+71.21
Δ = 5° 59' 35" (LT)
D = 1° 44' 04"
R = 3,300.00'
T = 172.19'
L = 345.00'
E = 4.48'
e = 4.4%
S.E. RUN =
P.C. STA. = 1049+34.72
P.T. STA. = 1052+79.72
DESIGN SPEED = 50 MPH
PROP. CURVE ED_NSP-2
PI STA. = 1114+53.52
Δ = 4° 07' 11" (RT)
D = 1° 44' 04"
R = 3,300.00'
T = 118.96'
L = 237.36'
E = 2.14'
e = 4.4%
S.E. RUN =
P.C. STA. = 1113+09.56
P.T. STA. = 1114+71.43
DESIGN SPEED = 40 MPH
WESTBOUND FRONTAGE RD - ND
PROP. CURVE ED_WBFR_NO-1
PI STA. = 1114+86.25
Δ = 0° 37' 11" (RT)
D = 0° 17' 11"
R = 20,000.00'
T = 108.96'
L = 215.82'
E = 0.30'
e = N.C.
S.E. RUN =
P.C. STA. = 1113+76.33
P.T. STA. = 1115+96.16
DESIGN SPEED = 60 MPH
PROP. CURVE ED_WBFR_NO-2
PI STA. = 1128+06.14
Δ = 0° 37' 11" (RT)
D = 0° 34' 23"
R = 5,000.00'
T = 66.46'
L = 132.89'
E = 0.74'
e = N.C.
S.E. RUN =
P.C. STA. = 1125+39.69
P.T. STA. = 1126+72.58
DESIGN SPEED = 40 MPH
PROP. CURVE ED_WBFR_NO-3
PI STA. = 1135+43.36
Δ = 0° 54' 23" (RT)
D = 0° 54' 23"
R = 10,000.00'
T = 71.30'
L = 142.60'
E = 0.25'
e = N.C.
S.E. RUN =
P.C. STA. = 1134+52.05
P.T. STA. = 1135+74.66
DESIGN SPEED = 60 MPH
ELGIN O'HARE CENTERLINE
PROP. CURVE ED_SCLP-1
PI STA. = 1127+75.85
Δ = 0° 21' 05" (RT)
D = 0° 15' 00"
R = 22,918.32'
T = 791.25'
L = 1,583.89'
E = 13.86'
e = N.C.
T.A. =
S.E. RUN =
P.C. STA. = 1119+28.55
P.T. STA. = 1135+22.41
DESIGN SPEED = 60 MPH
WOOD DALE RD
EX. CURVE WOODDALEP-1
PI STA. = 1134+62.34
Δ = 0° 36' 08" (RT)
D = 0° 36' 08"
R = 9,000.00'
T = 296.11'
L = 592.00'
E = 4.87'
e = N.C.
T.A. =
S.E. RUN =
P.C. STA. = 1128+26.29
P.T. STA. = 1134+18.29
DESIGN SPEED = 60 MPH
ELGIN O'HARE EB PGL
PROP. CURVE ED_EBPGL_1-1
PI STA. = 1114+82.14
Δ = 1° 56' 18" (RT)
D = 0° 14' 59"
R = 22,936.00'
T = 387.59'
L = 775.91'
E = 6.55'
e = N.C.
T.A. =
S.E. RUN =
P.C. STA. = 1114+94.75
P.C.C. STA. = 1120+70.66
DESIGN SPEED = 60 MPH
PROP. CURVE ED_EBPGL_1-2
PI STA. = 1124+85.53
Δ = 2° 00' 47" (RT)
D = 0° 14' 59"
R = 22,949.17'
T = 405.87'
L = 809.64'
E = 7.14'
e = N.C.
T.A. =
S.E. RUN =
P.C.C. STA. = 1122+70.66
P.T. STA. = 1130+80.30
DESIGN SPEED = 60 MPH
DRIVEWAY A
PROP. CURVE ED_DRIVEWAY-1
PI STA. = 1144+70.85
Δ = 1° 03' 21" (RT)
D = 57' 17"
R = 100.00'
T = 1,084.57'
L = 1,165.38'
E = 47.68'
e = 6.2%
T.A. =
S.E. RUN =
P.C. STA. = 1134+62.19
P.T. STA. = 1145+27.57
DESIGN SPEED = 20 MPH
RAMP N4
PROP. CURVE ED_N4P-1
PI STA. = 1135+50.64
Δ = 3° 10' 55" (RT)
D = 3° 10' 55"
R = 1,800.00'
T = 84.69'
L = 169.75'
E = 1.99'
e = 4.4%
T.A. =
S.E. RUN =
P.C. STA. = 1133+72.15
P.T. STA. = 1135+41.90
DESIGN SPEED = 40 MPH
WESTBOUND FRONTAGE RD - KM
EASTBOUND FRONTAGE RD - M
EASTBOUND FRONTAGE RD - NO
PROP. CURVE ED_EBFR_NO-1
PI STA. = 1109+72.97
Δ = 1° 18' 13" (RT)
D = 4° 06' 15"
R = 1,396.00'
T = 113.59'
L = 226.69'
E = 4.63'
e = N.C.
T.A. =
S.E. RUN =
P.C. STA.= 1108+59.38
P.T. STA.= 1110+86.06
DESIGN SPEED = 40 MPH
PROP. CURVE ED_EBFR_NO-2
PI STA. = 1113+68.62
Δ = 1° 41' 49" (LT)
D = 3° 49' 11"
R = 1,500.00'
T = 134.06'
L = 267.66'
E = 4.27'
e = N.C.
T.A. =
S.E. RUN =
P.C. STA.= 1112+54.56
P.T. STA.= 1114+82.24
DESIGN SPEED = 40 MPH
RAMP N2
PROP. CURVE ED_N2P-1
PI STA. = 1108+46.27
Δ = 6° 30' 01" (RT)
D = 3° 49' 11"
R = 1,500.00'
T = 86.27'
L = 170.22'
E = 2.40'
e = N.C.
T.A. =
S.E. RUN =
P.C. STA.= 1107+59.99
P.T. STA.= 1109+30.20
DESIGN SPEED = 50 MPH
RAMP N3
PROP. CURVE ED_N3P-1
PI STA. = 1104+73.85
Δ = 4° 33' 23" (LT)
D = 3° 49' 11"
R = 1,500.00'
T = 59.67'
L = 119.27'
E = 1.19'
e = 4.4%
T.A. =
S.E. RUN =
P.C. STA. = 1104+14.05
P.T. STA. = 1105+43.31
DESIGN SPEED = 40 MPH
PROP. CURVE ED_N3P-2
PI STA. = 1110+42.82
Δ = 9° 36' 56" (RT)
D = 3° 49' 11"
R = 1,500.00'
T = 126.60'
L = 251.56'
E = 5.31'
e = 6.2%
T.A. =
S.E. RUN =
P.C. STA. = 1109+16.22
P.T. STA. = 1111+65.83
DESIGN SPEED = 50 MPH
MITTEL RD/BLVD
EX. CURVE MITTELP-1
PI STA. = 1114+13.76
Δ = 0° 53' 57" (LT)
D = 0° 53' 57"
R = 1,062.00'
T = 166.08'
L = 333.99'
E = 13.75'
e = N.C.
T.A. =
S.E. RUN =
P.C. STA. = 1112+53.69
P.T. STA. = 1114+87.73
DESIGN SPEED = 35 MPH
EX. CURVE MITTELP-2
PI STA. = 1114+94.63
Δ = 0° 42' 59" (LT)
D = 0° 42' 59"
R = 1,332.00'
T = 166.08'
L = 333.99'
E = 13.75'
e = N.C.
T.A. =
S.E. RUN =
P.C. STA. = 1112+53.69
P.T. STA. = 1114+87.73
DESIGN SPEED = 35 MPH
EX. CURVE MITTELP-3
PI STA. = 1114+94.63
Δ = 1° 25' 06" (RT)
D = 8° 30'
R = 674.07'
T = 143.14'
L = 282.08'
E = 15.03'
e = N.C.
T.A. =
S.E. RUN =
P.C. STA. = 1114+94.76
P.T. STA. = 1116+46.84
DESIGN SPEED = 35 MPH
STATION EQUATION
STA 1095+00.00 BK
STA 1100+00.00 AH
STA 1114+94.63 ℄ EB ELGIN O'HARE EXPRESSWAY EB =
STA 1114+94.63 ℄ ELGIN O'HARE EXPRESSWAY 42.00' RT
LEGEND
B-1 BRIDGE DESIGNATION
R-101 RETAINING WALL DESIGNATION
TRAFFIC FLOW ARROWS
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED EASEMENT
TEMPORARY EASEMENT
PROPOSED PIER LOCATION
ACCESS CONTROL
BUILDING DISPLACEMENT
ROADWAY REMOVAL
0 200 400
SCALE IN FEET
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PLOT DATE = 7/16/2012
DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 07/16/2012
REVISED -
REVISED -
REVISED -
REVISED -
ELGIN O'HARE WEST BYPASS
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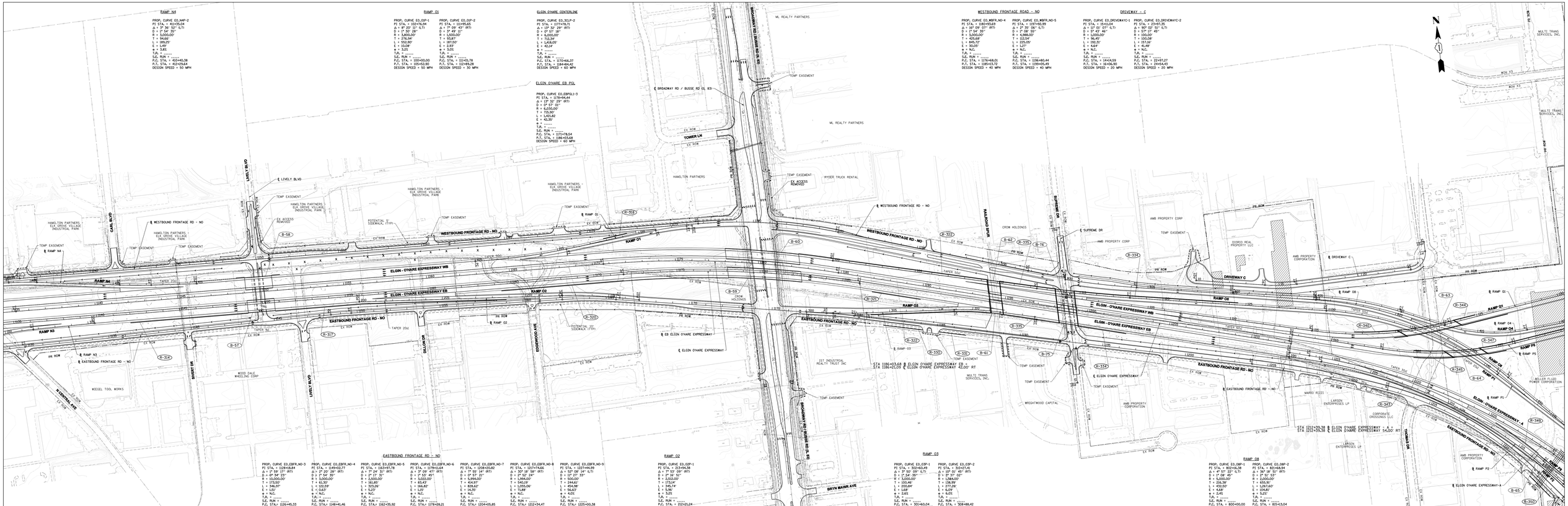
Illinois Department of Transportation
CH2MHILL
ELGIN O'HARE EXPRESSWAY
ARLINGTON HEIGHTS ROAD TO WOOD DALE ROAD
SCALE: 1" = 200'
SHEET NO. 46 OF 95 SHEETS STA. TO STA.
F.A. RTE.
SECTION
COUNTY
COOK/DUPAGE
TOTAL SHEETS
95
SHEET NO.
46
CONTRACT NO.
ILLINOIS FED. AID PROJECT
CENTRAL SECTION – PART B



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	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
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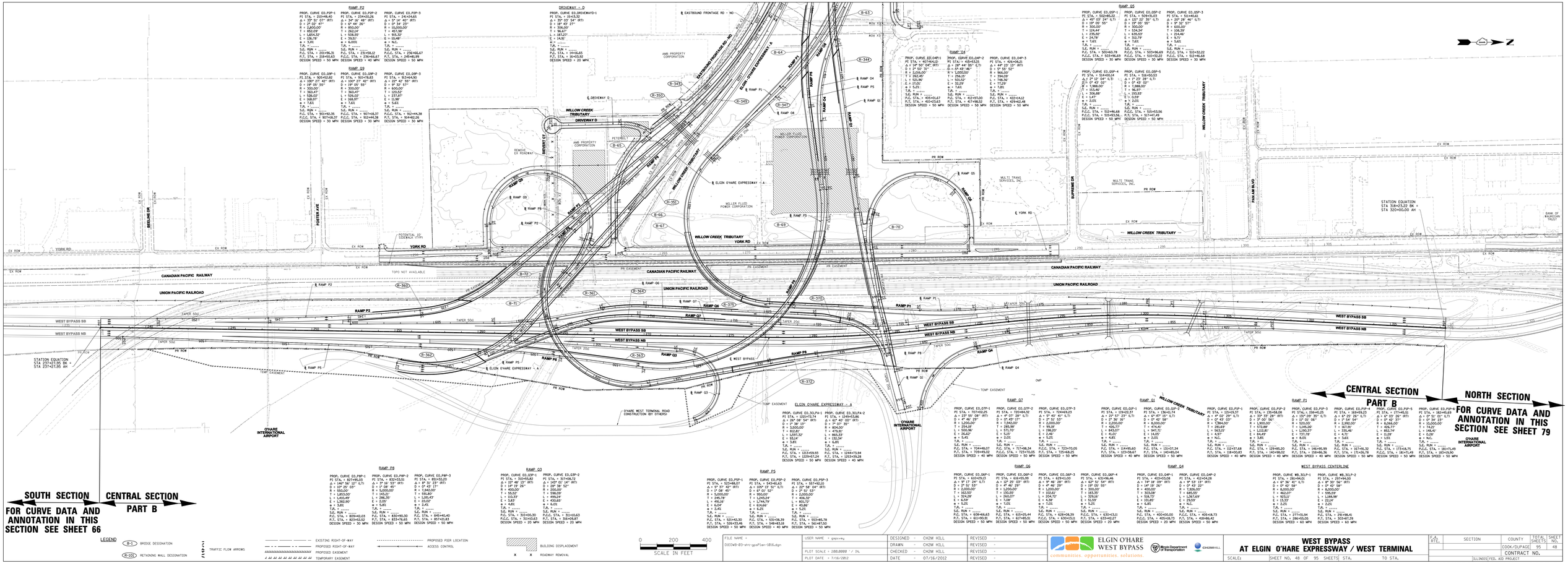
ELGIN O'HARE EXPRESSWAY AT BUSSE ROAD (IL 83)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
		COOK/DUPAGE	95 47
		CONTRACT NO.	
		ILLINOIS FED. AID PROJECT	
SCALE=	SHEET NO. 47 OF 95 SHEETS STA.	TO STA.	

CENTRAL SECTION – PART B


RAMP P2
PROP. CURVE EO_P2P-1
PI STA. = 310+48.40
Δ = 39° 51' 07" (RT)
D = 2° 00' 47"
R = 2,850.00'
T = 652.09'
L = 1,654.32'
E = 126.78'
e = 3.4%
s = 3.4%
S.E. RUN = -----
P.C. STA. = 255+96.31
P.T. STA. = 288+50.63
DESIGN SPEED = 50 MPH
PROP. CURVE EO_P2P-2
PI STA. = 2344+20.26
Δ = 54° 28' 48" (RT)
D = 6° 00' 26"
R = 955.00'
T = 262.14'
L = 508.55'
E = 36.17'
e = 6.00%
s = 6.00%
S.E. RUN = -----
P.C. STA. = 2331+58.12
P.T. STA. = 2386+66.67
DESIGN SPEED = 40 MPH
PROP. CURVE EO_P2P-3
PI STA. = 2412+24.65
Δ = 51° 16' 40" (RT)
D = 0° 57' 23"
R = 6,000.00'
T = 457.98'
L = 915.32'
E = 10.49'
e = N.C.
s = N.C.
S.E. RUN = -----
P.C. STA. = 2366+66.67
P.T. STA. = 2457+81.99
DESIGN SPEED = 50 MPH
RAMP Q3
PROP. CURVE EO_Q3P-1
PI STA. = 905+52.82
Δ = 100° 27' 42" (RT)
D = 19° 05' 55"
R = 300.00'
T = 360.47'
L = 526.02'
E = 168.97'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C. STA. = 900+92.35
P.C.C. STA. = 907+48.37
DESIGN SPEED = 30 MPH
PROP. CURVE EO_Q3P-2
PI STA. = 910+78.83
Δ = 100° 27' 42" (RT)
D = 19° 05' 55"
R = 300.00'
T = 360.47'
L = 526.02'
E = 168.97'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C.C. STA. = 907+48.37
P.C. STA. = 912+44.38
DESIGN SPEED = 30 MPH
PROP. CURVE EO_Q3P-3
PI STA. = 913+44.90
Δ = 89° 30' 53" (RT)
D = 9° 33' 57"
R = 600.00'
T = 535.52'
L = 937.87'
E = 208.98'
e = 5.6%
s = 5.6%
S.E. RUN = -----
P.C. STA. = 912+44.38
P.T. STA. = 954+82.26
DESIGN SPEED = 50 MPH
RAMP P8
PROP. CURVE EO_P8P-1
PI STA. = 827+95.03
Δ = 160° 56' 12" (LT)
D = 11° 27' 33"
R = 500.00'
T = 1,853.00'
L = 1,404.49'
E = 1,382.90'
e = 3.6%
s = 3.6%
S.E. RUN = -----
P.C. STA. = 809+42.03
P.T. STA. = 823+45.52
DESIGN SPEED = 50 MPH
PROP. CURVE EO_P8P-2
PI STA. = 836+83.50
Δ = 3° 38' 53" (RT)
D = 1° 08' 45"
R = 5,000.00'
T = 145.21'
L = 290.70'
E = 2.10'
e = 2.0%
s = 5.8%
S.E. RUN = -----
P.C. STA. = 833+90.30
P.T. STA. = 833+76.65
DESIGN SPEED = 50 MPH
PROP. CURVE EO_P8P-3
PI STA. = 850+32.20
Δ = 8° 51' 23" (RT)
D = 1° 08' 45"
R = 5,000.00'
T = 387.80'
L = 1,185.49'
E = 22.02'
e = 2.4%
s = 5.8%
S.E. RUN = -----
P.C. STA. = 845+44.40
P.T. STA. = 857+03.83
DESIGN SPEED = 50 MPH
RAMP Q3
PROP. CURVE EO_Q3P-1
PI STA. = 881+00.07
Δ = 14° 19' 28" (RT)
D = 1° 08' 45"
R = 5,000.00'
T = 55.52'
L = 110.33'
E = 0.31'
e = 4.0%
s = 4.0%
S.E. RUN = -----
P.C. STA. = 880+44.55
P.C.C. STA. = 881+00.63
DESIGN SPEED = 20 MPH
PROP. CURVE EO_Q3P-2
PI STA. = 906+52.12
Δ = 28° 38' 53" (RT)
D = 1° 08' 45"
R = 5,000.00'
T = 1,278.96'
L = 2,499.24'
E = 430.65'
e = 4.0%
s = 4.0%
S.E. RUN = -----
P.C. STA. = 893+73.16
P.T. STA. = 918+72.40
DESIGN SPEED = 40 MPH
RAMP P5
PROP. CURVE EO_P5P-1
PI STA. = 523+88.07
Δ = 90° 00' 00" (RT)
D = 1° 28' 28"
R = 5,000.00'
T = 5,000.00'
L = 7,853.98'
E = 1,767.77'
e = 6.2%
s = 6.2%
S.E. RUN = -----
P.C. STA. = 518+88.07
P.T. STA. = 597+42.05
DESIGN SPEED = 50 MPH
PROP. CURVE EO_P5P-2
PI STA. = 543+80.63
Δ = 28° 38' 53" (LT)
D = 1° 08' 45"
R = 5,000.00'
T = 1,278.96'
L = 2,499.24'
E = 430.65'
e = 4.0%
s = 4.0%
S.E. RUN = -----
P.C. STA. = 531+38.39
P.T. STA. = 556+37.63
DESIGN SPEED = 40 MPH
PROP. CURVE EO_P5P-3
PI STA. = 557+92.05
Δ = 14° 19' 28" (LT)
D = 1° 08' 45"
R = 5,000.00'
T = 626.32'
L = 1,249.72'
E = 39.08'
e = 4.0%
s = 4.0%
S.E. RUN = -----
P.C. STA. = 551+65.72
P.T. STA. = 564+87.00
DESIGN SPEED = 40 MPH
RAMP Q5
PROP. CURVE EO_Q5P-1
PI STA. = 502+85.22
Δ = 89° 54' 51" (LT)
D = 19° 05' 55"
R = 300.00'
T = 1244'
L = 235.92'
E = 24.78'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C. STA. = 500+40.78
P.C.C. STA. = 503+46.69
DESIGN SPEED = 30 MPH
PROP. CURVE EO_Q5P-2
PI STA. = 509+31.03
Δ = 89° 54' 51" (LT)
D = 19° 05' 55"
R = 300.00'
T = 534.34'
L = 635.53'
E = 310.79'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C.C. STA. = 503+46.69
P.T. STA. = 510+52.22
DESIGN SPEED = 30 MPH
PROP. CURVE EO_Q5P-3
PI STA. = 514+40.61
Δ = 89° 54' 51" (LT)
D = 9° 33' 57"
R = 600.00'
T = 108.39'
L = 214.46'
E = 9.70'
e = 5.6%
s = 5.6%
S.E. RUN = -----
P.C.C. STA. = 510+32.22
P.C. STA. = 512+46.68
DESIGN SPEED = 30 MPH
PROP. CURVE EO_Q5P-4
Δ = 2° 12' 04" (LT)
D = 0° 43' 03"
R = 7,988.00'
T = 153.46'
L = 306.88'
E = 1.47'
e = 2.0%
s = 2.0%
P.C.C. STA. = 512+46.68
P.C. STA. = 515+53.56
DESIGN SPEED = 50 MPH
PROP. CURVE EO_Q5P-5
PI STA. = 516+40.53
Δ = 1° 23' 28" (LT)
D = 0° 43' 03"
R = 7,988.00'
T = 96.37'
L = 193.93'
E = 1.17'
e = 2.0%
s = 2.0%
P.C.C. STA. = 515+53.56
P.T. STA. = 517+47.49
DESIGN SPEED = 50 MPH
RAMP Q4
PROP. CURVE EO_Q4P-1
PI STA. = 407+64.22
Δ = 24° 55' 31" (RT)
D = 3° 50' 31"
R = 1,496.00'
T = 262.45'
L = 521.97'
E = 23.02'
e = 5.2%
s = 5.2%
S.E. RUN = -----
P.C. STA. = 405+54.67
P.T. STA. = 410+43.63
DESIGN SPEED = 50 MPH
PROP. CURVE EO_Q4P-2
PI STA. = 415+53.25
Δ = 28° 46' 59" (LT)
D = 5° 43.46"
R = 1,000.00'
T = 256.35'
L = 502.24'
E = 32.29'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C. STA. = 412+97.00
P.T. STA. = 417+98.32
DESIGN SPEED = 50 MPH
PROP. CURVE EO_Q4P-3
PI STA. = 426+08.21
Δ = 49° 23' 13" (RT)
D = 5° 55' 52"
R = 966.00'
T = 394.09'
L = 832.94'
E = 77.29'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C. STA. = 422+14.12
P.T. STA. = 429+62.68
DESIGN SPEED = 50 MPH
RAMP Q6
PROP. CURVE EO_Q6P-1
PI STA. = 604+93.13
Δ = 91° 27' 54" (LT)
D = 2° 51' 53"
R = 2,000.00'
T = 162.50'
L = 319.28'
E = 6.59'
e = 6.0%
s = 6.0%
S.E. RUN = -----
P.C. STA. = 602+66.63
P.T. STA. = 611+90.91
DESIGN SPEED = 50 MPH
PROP. CURVE EO_Q6P-2
PI STA. = 620+50.99
Δ = 12° 20' 03" (RT)
D = 4° 46' 29"
R = 1,200.00'
T = 130.55'
L = 258.07'
E = 7.08'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C. STA. = 615+25.44
P.T. STA. = 617+83.51
DESIGN SPEED = 50 MPH
PROP. CURVE EO_Q6P-3
PI STA. = 629+10.00
Δ = 8° 46' 28" (RT)
D = 4° 46' 29"
R = 1,200.00'
T = 102.61'
L = 204.72'
E = 4.38'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C. STA. = 628+08.39
P.C.C. STA. = 630+13.11
DESIGN SPEED = 50 MPH
PROP. CURVE EO_Q6P-4
Δ = 82° 15' 54" (RT)
D = 19° 05' 55"
R = 300.00'
T = 263.39'
L = 321.59'
E = 51.09'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C.C. STA. = 630+13.11
P.T. STA. = 633+42.27
DESIGN SPEED = 50 MPH
RAMP Q1
PROP. CURVE EO_Q1P-1
PI STA. = 139+02.21
Δ = 21° 51' 23" (LT)
D = 2° 36' 35"
R = 2,200.00'
T = 424.07'
L = 840.09'
E = 41.01'
e = 4.6%
s = 5.2%
T.A. = -----
S.E. RUN = -----
P.C. STA. = 134+65.60
P.T. STA. = 143+05.69
DESIGN SPEED = 40 MPH
PROP. CURVE EO_Q1P-2
PI STA. = 134+51.74
Δ = 6° 47' 15" (LT)
D = 1° 49' 10"
R = 3,150.00'
T = 186.67'
L = 373.30'
E = 14.05'
e = 2.0%
s = 2.0%
P.C. STA. = 132+64.93
P.T. STA. = 136+51.24
DESIGN SPEED = 50 MPH
RAMP Q2
PROP. CURVE EO_Q2P-1
PI STA. = 1+04.28
Δ = 4° 00' 29" (LT)
D = 0° 43' 03"
R = 7,988.00'
T = 279.97'
L = 558.69'
E = 9.80'
e = 4.6%
s = 5.6%
T.A. = -----
S.E. RUN = -----
P.C. STA. = 112+37.68
P.T. STA. = 118+00.83
DESIGN SPEED = 40 MPH
PROP. CURVE EO_P2P-1
PI STA. = 135+45.08
Δ = 33° 37' 28" (RT)
D = 3° 00' 56"
R = 1,900.00'
T = 572.89'
L = 1,116.81'
E = 84.87'
e = 5.8%
s = 5.8%
S.E. RUN = -----
P.C. STA. = 129+65.20
P.T. STA. = 140+82.00
DESIGN SPEED = 40 MPH
PROP. CURVE EO_P2P-2
PI STA. = 135+45.25
Δ = 137° 29' 35" (LT)
D = 11° 01' 06"
R = 520.00'
T = 1,345.39'
L = 1,247.97'
E = 1,137.17'
e = 8.0%
S.E. RUN = -----
P.C. STA. = 146+90.99
P.T. STA. = 158+48.36
DESIGN SPEED = 40 MPH
PROP. CURVE EO_P2P-3
PI STA. = 183+59.23
Δ = 6° 25' 26" (LT)
D = 1° 54' 54"
R = 2,992.00'
T = 167.90'
L = 335.49'
E = 4.70'
e = 3.6%
S.E. RUN = -----
P.C. STA. = 167+81.33
P.T. STA. = 171+16.78
DESIGN SPEED = 50 MPH
PROP. CURVE EO_P2P-4
Δ = 6° 25' 26" (LT)
D = 1° 54' 54"
R = 2,992.00'
T = 167.90'
L = 335.49'
E = 4.70'
e = 3.6%
S.E. RUN = -----
P.C. STA. = 167+81.33
P.T. STA. = 171+16.78
DESIGN SPEED = 50 MPH
PROP. CURVE EO_P2P-5
PI STA. = 177+45.51
Δ = 6° 03' 28" (RT)
D = 0° 43' 03"
R = 8,066.00'
T = 425.77'
L = 852.14'
E = 11.26'
e = 1.5%
S.E. RUN = -----
P.C. STA. = 173+19.75
P.T. STA. = 181+71.89
DESIGN SPEED = 50 MPH
PROP. CURVE EO_P2P-6
PI STA. = 182+45.69
Δ = 0° 51' 01" (LT)
D = 0° 34' 23"
R = 10,000.00'
T = 74.21'
L = 148.41'
E = 0.28'
e = N.C.
S.E. RUN = -----
P.C. STA. = 181+71.49
P.T. STA. = 183+19.90
DESIGN SPEED = 50 MPH
RAMP P3
PROP. CURVE EO_P3P-1
PI STA. = 138+48.26
Δ = 137° 29' 35" (LT)
D = 11° 01' 06"
R = 520.00'
T = 1,345.39'
L = 1,247.97'
E = 1,137.17'
e = 8.0%
S.E. RUN = -----
P.C. STA. = 146+90.99
P.T. STA. = 158+48.36
DESIGN SPEED = 40 MPH
PROP. CURVE EO_P3P-2
PI STA. = 183+59.23
Δ = 6° 25' 26" (LT)
D = 1° 54' 54"
R = 2,992.00'
T = 167.90'
L = 335.49'
E = 4.70'
e = 3.6%
S.E. RUN = -----
P.C. STA. = 167+81.33
P.T. STA. = 171+16.78
DESIGN SPEED = 50 MPH
WEST BYPASS CENTERLINE
PROP. CURVE #8.3CLP-1
PI STA. = 1+00.00
Δ = 8° 56' 40" (LT)
D = 0° 42' 58"
R = 8,000.00'
T = 462.07'
L = 923.21'
E = 13.33'
e = 2.0%
S.E. RUN = -----
P.C. STA. = 4+62.07
P.T. STA. = 13+85.28
DESIGN SPEED = 60 MPH
PROP. CURVE #8.3CLP-2
PI STA. = 13+85.28
Δ = 8° 30' 56" (RT)
D = 0° 42' 58"
R = 8,000.00'
T = 595.59'
L = 1,188.58'
E = 22.24'
e = 2.0%
S.E. RUN = -----
P.C. STA. = 7+77+35.94
P.T. STA. = 29+45.05
DESIGN SPEED = 60 MPH
PROP. CURVE #8.3CLP-3
PI STA. = 29+45.05
Δ = 8° 30' 56" (RT)
D = 0° 42' 58"
R = 8,000.00'
T = 595.59'
L = 1,188.58'
E = 22.24'
e = 2.0%
S.E. RUN = -----
P.C. STA. = 29+98.45
P.T. STA. = 303+47.29
DESIGN SPEED = 60 MPH
DRIVEWAY - D
PROP. CURVE EO_DRIVEWAY-1
PI STA. = 15+53.32
Δ = 51° 16' 40" (RT)
D = 19° 05' 27"
R = 300.00'
T = 145.81'
L = 287.27'
E = 34.31'
e = N.C.
s = 4.0%
S.E. RUN = -----
P.C. STA. = 14+16.65
P.T. STA. = 17+03.92
DESIGN SPEED = 20 MPH
ELGIN O'HARE EXPRESSWAY - A
PROP. CURVE EO_3CLPA-1
PI STA. = 1221+72.74
Δ = 20° 08' 54" (RT)
D = 1° 38' 13"
R = 3,500.00'
T = 622.87'
L = 1,230.72'
E = 53.14'
e = 5.8%
s = 5.8%
S.E. RUN = -----
P.C. STA. = 1215+49.87
P.T. STA. = 1227+80.59
DESIGN SPEED = 50 MPH
PROP. CURVE EO_3CLPA-2
PI STA. = 1249+15.86
Δ = 62° 40' 00" (RT)
D = 7° 07' 35"
R = 804.00'
T = 479.81'
L = 879.39'
E = 142.34'
e = 6.8%
S.E. RUN = -----
P.C. STA. = 1244+73.94
P.T. STA. = 1253+53.26
DESIGN SPEED = 40 MPH
ELGIN O'HARE EXPRESSWAY - A
PROP. CURVE EO_3CLPA-3
PI STA. = 1273+70.05
Δ = 20° 08' 54" (RT)
D = 1° 38' 13"
R = 3,500.00'
T = 622.87'
L = 1,230.72'
E = 53.14'
e = 5.8%
S.E. RUN = -----
P.C. STA. = 1267+47.18
P.T. STA. = 1279+77.90
DESIGN SPEED = 50 MPH
RAMP Q7
PROP. CURVE EO_Q7P-1
PI STA. = 707+00.25
Δ = 23° 55' 08" (RT)
D = 4° 46' 29"
R = 1,200.00'
T = 253.00'
L = 501.16'
E = 26.62'
e = 5.4%
S.E. RUN = -----
P.C. STA. = 704+48.07
P.T. STA. = 709+49.02
DESIGN SPEED = 40 MPH
PROP. CURVE EO_Q7P-2
PI STA. = 720+48.24
Δ = 4° 03' 28" (LT)
D = 0° 47' 37"
R = 7,240.00'
T = 256.07'
L = 511.70'
E = 5.03'
e = 5.2%
T.A. = -----
S.E. RUN = -----
P.C. STA. = 718+18.34
P.T. STA. = 723+70.05
DESIGN SPEED = 50 MPH
PROP. CURVE EO_Q7P-3
PI STA. = 729+49.23
Δ = 5° 40' 41" (LT)
D = 2° 51' 53"
R = 2,000.00'
T = 198.07'
L = 396.00'
E = 9.80'
e = 5.2%
T.A. = -----
S.E. RUN = -----
P.C. STA. = 727+51.16
P.T. STA. = 731+46.20
DESIGN SPEED = 50 MPH
RAMP Q8
PROP. CURVE EO_Q8P-1
PI STA. = 1+04.28
Δ = 4° 00' 29" (LT)
D = 0° 43' 03"
R = 7,988.00'
T = 279.97'
L = 558.69'
E = 9.80'
e = 4.6%
s = 5.6%
T.A. = -----
S.E. RUN = -----
P.C. STA. = 112+37.68
P.T. STA. = 118+00.83
DESIGN SPEED = 40 MPH
PROP. CURVE EO_Q8P-2
PI STA. = 134+51.74
Δ = 6° 47' 15" (LT)
D = 1° 49' 10"
R = 3,150.00'
T = 186.67'
L = 373.30'
E = 14.05'
e = 2.0%
s = 2.0%
P.C. STA. = 132+64.93
P.T. STA. = 136+51.24
DESIGN SPEED = 50 MPH
RAMP Q4
PROP. CURVE EO_Q4P-1
PI STA. = 407+64.22
Δ = 24° 55' 31" (RT)
D = 3° 50' 31"
R = 1,496.00'
T = 262.45'
L = 521.97'
E = 23.02'
e = 5.2%
s = 5.2%
S.E. RUN = -----
P.C. STA. = 405+54.67
P.T. STA. = 410+43.63
DESIGN SPEED = 50 MPH
PROP. CURVE EO_Q4P-2
PI STA. = 415+53.25
Δ = 28° 46' 59" (LT)
D = 5° 43.46"
R = 1,000.00'
T = 256.35'
L = 502.24'
E = 32.29'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C. STA. = 412+97.00
P.T. STA. = 417+98.32
DESIGN SPEED = 50 MPH
PROP. CURVE EO_Q4P-3
PI STA. = 426+08.21
Δ = 49° 23' 13" (RT)
D = 5° 55' 52"
R = 966.00'
T = 394.09'
L = 832.94'
E = 77.29'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C. STA. = 422+14.12
P.T. STA. = 429+62.68
DESIGN SPEED = 50 MPH
RAMP Q5
PROP. CURVE EO_Q5P-1
PI STA. = 502+85.22
Δ = 89° 54' 51" (LT)
D = 19° 05' 55"
R = 300.00'
T = 1244'
L = 235.92'
E = 24.78'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C. STA. = 500+40.78
P.C.C. STA. = 503+46.69
DESIGN SPEED = 30 MPH
PROP. CURVE EO_Q5P-2
PI STA. = 509+31.03
Δ = 89° 54' 51" (LT)
D = 19° 05' 55"
R = 300.00'
T = 534.34'
L = 635.53'
E = 310.79'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C.C. STA. = 503+46.69
P.T. STA. = 510+52.22
DESIGN SPEED = 30 MPH
PROP. CURVE EO_Q5P-3
PI STA. = 514+40.61
Δ = 89° 54' 51" (LT)
D = 9° 33' 57"
R = 600.00'
T = 108.39'
L = 214.46'
E = 9.70'
e = 5.6%
s = 5.6%
S.E. RUN = -----
P.C.C. STA. = 510+32.22
P.C. STA. = 512+46.68
DESIGN SPEED = 30 MPH
PROP. CURVE EO_Q5P-4
Δ = 2° 12' 04" (LT)
D = 0° 43' 03"
R = 7,988.00'
T = 153.46'
L = 306.88'
E = 1.47'
e = 2.0%
P.C.C. STA. = 512+46.68
P.C. STA. = 515+53.56
DESIGN SPEED = 50 MPH
PROP. CURVE EO_Q5P-5
PI STA. = 516+40.53
Δ = 1° 23' 28" (LT)
D = 0° 43' 03"
R = 7,988.00'
T = 96.37'
L = 193.93'
E = 1.17'
e = 2.0%
P.C.C. STA. = 515+53.56
P.T. STA. = 517+47.49
DESIGN SPEED = 50 MPH
RAMP Q6
PROP. CURVE EO_Q6P-1
PI STA. = 604+93.13
Δ = 91° 27' 54" (LT)
D = 2° 51' 53"
R = 2,000.00'
T = 162.50'
L = 319.28'
E = 6.59'
e = 6.0%
s = 6.0%
S.E. RUN = -----
P.C. STA. = 602+66.63
P.T. STA. = 611+90.91
DESIGN SPEED = 50 MPH
PROP. CURVE EO_Q6P-2
PI STA. = 620+50.99
Δ = 12° 20' 03" (RT)
D = 4° 46' 29"
R = 1,200.00'
T = 130.55'
L = 258.07'
E = 7.08'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C. STA. = 615+25.44
P.T. STA. = 617+83.51
DESIGN SPEED = 50 MPH
PROP. CURVE EO_Q6P-3
PI STA. = 629+10.00
Δ = 8° 46' 28" (RT)
D = 4° 46' 29"
R = 1,200.00'
T = 102.61'
L = 204.72'
E = 4.38'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C. STA. = 628+08.39
P.C.C. STA. = 630+13.11
DESIGN SPEED = 50 MPH
PROP. CURVE EO_Q6P-4
Δ = 82° 15' 54" (RT)
D = 19° 05' 55"
R = 300.00'
T = 263.39'
L = 321.59'
E = 51.09'
e = 7.6%
s = 7.6%
S.E. RUN = -----
P.C.C. STA. = 630+13.11
P.T. STA. = 633+42.27
DESIGN SPEED = 50 MPH
RAMP Q1
PROP. CURVE EO_Q1P-1
PI STA. = 139+02.21
Δ = 21° 51' 23" (LT)
D = 2° 36' 35"
R = 2,200.00'
T = 424.07'
L = 840.09'
E = 41.01'
e = 4.6%
s = 5.2%
T.A. = -----
S.E. RUN = -----
P.C. STA. = 134+65.60
P.T. STA. = 143+05.69
DESIGN SPEED = 40 MPH
PROP. CURVE EO_Q1P-2
PI STA. = 134+51.74
Δ = 6° 47' 15" (LT)
D = 1° 49' 10"
R = 3,150.00'
T = 186.67'
L = 373.30'
E = 14.05'
e = 2.0%
s = 2.0%
P.C. STA. = 132+64.93
P.T. STA. = 136+51.24
DESIGN SPEED = 50 MPH
RAMP Q2
PROP. CURVE EO_Q2P-1
PI STA. = 1+04.28
Δ = 4° 00' 29" (LT)
D = 0° 43' 03"
R = 7,988.00'
T = 279.97'
L = 558.69'
E = 9.80'
e = 4.6%
s = 5.6%
T.A. = -----
S.E. RUN = -----
P.C. STA. = 112+37.68
P.T. STA. = 118+00.83
DESIGN SPEED = 40 MPH
PROP. CURVE EO_P2P-1
PI STA. = 135+45.08
Δ = 33° 37' 28" (RT)
D = 3° 00' 56"
R = 1,900.00'
T = 572.89'
L = 1,116.81'
E = 84.87'
e = 5.8%
s = 5.8%
S.E. RUN = -----
P.C. STA. = 129+65.20
P.T. STA. = 140+82.00
DESIGN SPEED = 40 MPH
RAMP P3
PROP. CURVE EO_P3P-1
PI STA. = 138+48.26
Δ = 137° 29' 35" (LT)
D = 11° 01' 06"
R = 520.00'
T = 1,345.39'
L = 1,247.97'
E = 1,137.17'
e = 8.0%
S.E. RUN = -----
P.C. STA. = 146+90.99
P.T. STA. = 158+48.36
DESIGN SPEED = 40 MPH
PROP. CURVE EO_P3P-2
PI STA. = 183+59.23
Δ = 6° 25' 26" (LT)
D = 1° 54' 54"
R = 2,992.00'
T = 167.90'
L = 335.49'
E = 4.70'
e = 3.6%
S.E. RUN = -----
P.C. STA. = 167+81.33
P.T. STA. = 171+16.78
DESIGN SPEED = 50 MPH
PROP. CURVE EO_P3P-3
PI STA. = 183+59.23
Δ = 6° 25' 26" (LT)
D = 1° 54' 54"
R = 2,992.00'
T = 167.90'
L = 335.49'
E = 4.70'
e = 3.6%
S.E. RUN = -----
P.C. STA. = 167+81.33
P.T. STA. = 171+16.78
DESIGN SPEED = 50 MPH
PROP. CURVE EO_P3P-4
Δ = 6° 03' 28" (RT)
D = 0° 43' 03"
R = 8,066.00'
T = 425.77'
L = 852.14'
E = 11.26'
e = 1.5%
S.E. RUN = -----
P.C. STA. = 173+19.75
P.T. STA. = 181+71.89
DESIGN SPEED = 50 MPH
PROP. CURVE EO_P3P-5
PI STA. = 182+45.69
Δ = 0° 51' 01" (LT)
D = 0° 34' 23"
R = 10,000.00'
T = 74.21'
L = 148.41'
E = 0.28'
e = N.C.
S.E. RUN = -----
P.C. STA. = 181+71.49
P.T. STA. = 183+19.90
DESIGN SPEED = 50 MPH
WEST BYPASS CENTERLINE
PROP. CURVE #8.3CLP-1
PI STA. = 1+00.00
Δ = 8° 56' 40" (LT)
D = 0° 42' 58"
R = 8,000.00'
T = 462.07'
L = 923.21'
E = 13.33'
e = 2.0%
S.E. RUN = -----
P.C. STA. = 4+62.07
P.T. STA. = 13+85.28
DESIGN SPEED = 60 MPH
PROP. CURVE #8.3CLP-2
PI STA. = 13+85.28
Δ = 8° 30' 56" (RT)
D = 0° 42' 58"
R = 8,000.00'
T = 595.59'
L = 1,188.58'
E = 22.24'
e = 2.0%
S.E. RUN = -----
P.C. STA. = 7+77+35.94
P.T. STA. = 29+45.05
DESIGN SPEED = 60 MPH
PROP. CURVE #8.3CLP-3
PI STA. = 29+45.05
Δ = 8° 30' 56" (RT)
D = 0° 42' 58"
R = 8,000.00'
T = 595.59'
L = 1,188.58'
E = 22.24'
e = 2.0%
S.E. RUN = -----
P.C. STA. = 29+98.45
P.T. STA. = 303+47.29
DESIGN SPEED = 60 MPH
RAMP P1
RAMP P2
RAMP P3
RAMP P4
RAMP P5
RAMP P6
RAMP P7
RAMP P8
RAMP Q1
RAMP Q2
RAMP Q3
RAMP Q4
RAMP Q5
RAMP Q6
RAMP Q7
RAMP Q8
RAMP 01
RAMP 02
RAMP 03
RAMP 04
RAMP 05
RAMP 06
RAMP 07
RAMP 08
RAMP 09
B-65
B-66
B-67
B-69
B-70
B-71
B-72
R-344
R-345
R-347
R-350
R-351
R-360
R-361
R-362
R-363
R-364
R-365
R-370
R-372
EASTBOUND FRONTAGE RD - NO
EASTBOUND FRONTAGE RD - SO
ELGIN O'HARE EXPRESSWAY - A
WILLOW CREEK TRIBUTARY
WILLOW CREEK TRIBUTARY DRIVEWAY D
WILLOW CREEK TRIBUTARY YORK RD
DRIVEWAY D
YORK RD
BEVERLY CT
BEELINE DR
FOSTER AVE
SUPREME DR
PAN AM BLVD
MULTI TRANS SERVICES, INC.
AMB PROPERTY CORPORATION
PETERBILT
MILLER FLUID POWER CORPORATION
BANK OF MALACHAI TRUST
REMOVE EX ROADWAY
POTENTIAL FOR SIDEWALK (TYP)
CANADIAN PACIFIC RAILWAY
UNION PACIFIC RAILROAD
WEST BYPASS SB
WEST BYPASS NB
WEST BYPASS
O'HARE WEST TERMINAL ROAD CONSTRUCTION (BY OTHERS)
TOPO NOT AVAILABLE
TEMP EASEMENT
PR EASEMENT
PR ROW
EX ROW
TAPER 50:1
TAPER 20:1
STATION EQUATION
STA 237+27.95 BK =
STA 237+27.95 AH
STATION EQUATION
STA 318+25.32 BK =
STA 320+00.00 AH
O'HARE INTERNATIONAL AIRPORT
SOUTH SECTION
CENTRAL SECTION
PART B
FOR CURVE DATA AND ANNOTATION IN THIS SECTION SEE SHEET 66
CENTRAL SECTION
PART B
NORTH SECTION
FOR CURVE DATA AND ANNOTATION IN THIS SECTION SEE SHEET 79
LEGEND
B-1 BRIDGE DESIGNATION
R-100 RETAINING WALL DESIGNATION
TRAFFIC FLOW ARROWS
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED EASEMENT
TEMPORARY EASEMENT
PROPOSED PIER LOCATION
ACCESS CONTROL
BUILDING DISPLACEMENT
ROADWAY REMOVAL
0 200 400
SCALE IN FEET
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PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 7/16/2012
DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 07/16/2012
REVISED -
REVISED -
REVISED -
REVISED -
ELGIN O'HARE WEST BYPASS
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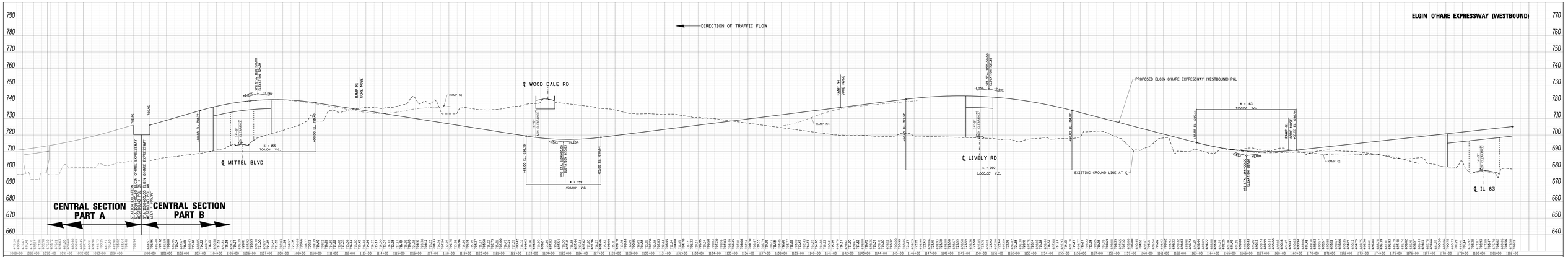
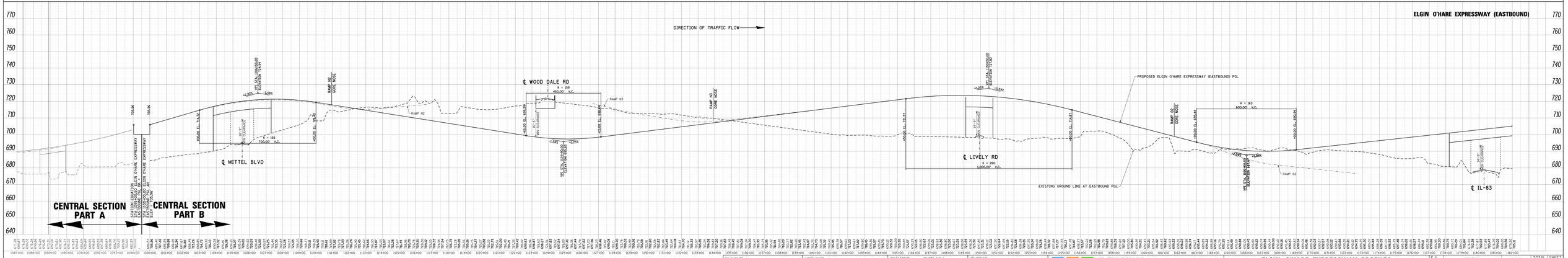
Illinois Department of Transportation
CH2MHILL
WEST BYPASS
AT ELGIN O'HARE EXPRESSWAY / WEST TERMINAL
SCALES
SHEET NO. 48 OF 95 SHEETS
STA. TO STA.
F.A. RTE.
SECTION
COUNTY
TOTAL SHEET NO.
SHEET NO.
COOK/DUPAGE
95
48
CONTRACT NO.
ILLINOIS
FED. PROJECT
CENTRAL SECTION - PART B





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PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

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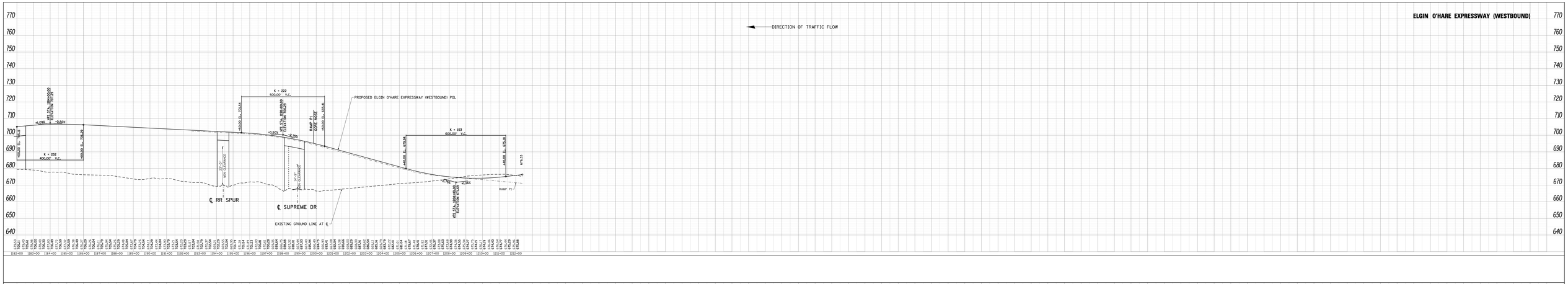
Illinois Department of Transportation | CH2MHILL

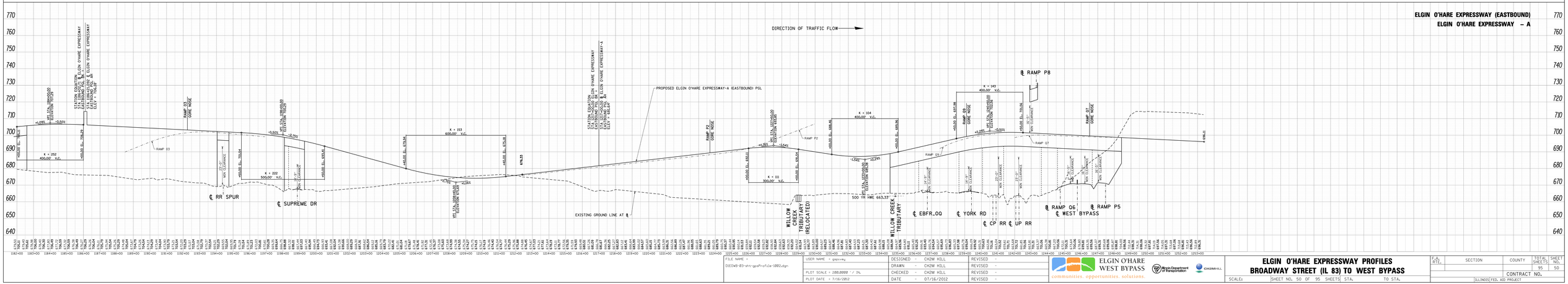
ELGIN O'HARE EXPRESSWAY PROFILES
MITTEL ROAD TO BROADWAY STREET (IL 83)

SCALES | SHEET NO. 49 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	49
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART B





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PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

ELGIN O'HARE WEST BYPASS
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Virginia Department of Transportation

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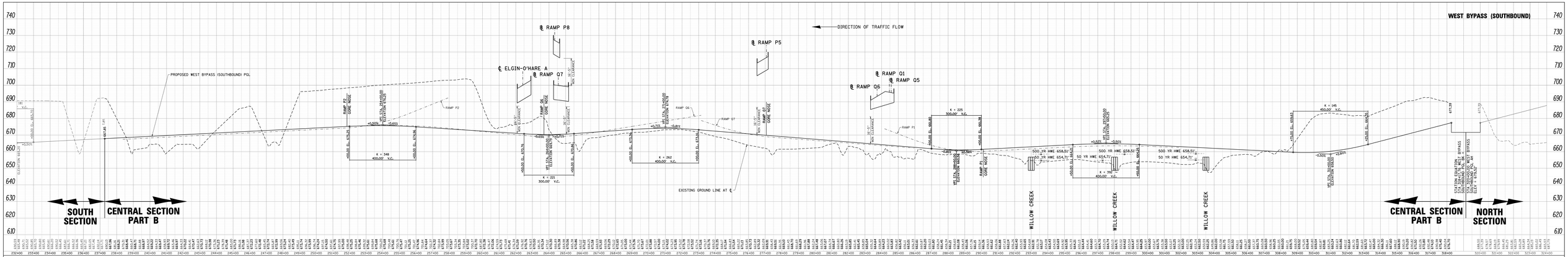
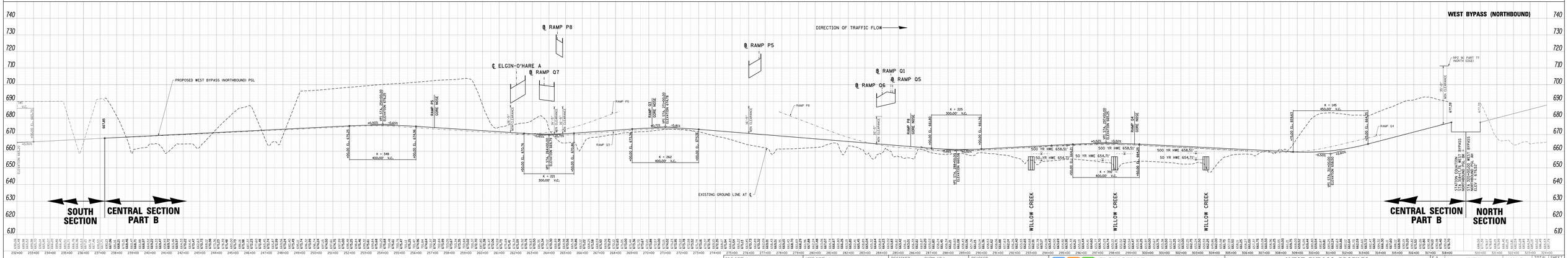
ELGIN O'HARE EXPRESSWAY PROFILES
BROADWAY STREET (IL 83) TO WEST BYPASS

SCALES | SHEET NO. 50 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	50
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B





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PLOT SCALE = 200.0000 ' / IN.	DRAWN - CH2M HILL	REVISED -	
PLOT DATE = 7/16/2012	CHECKED - CH2M HILL	REVISED -	
	DATE - 07/16/2012	REVISED -	

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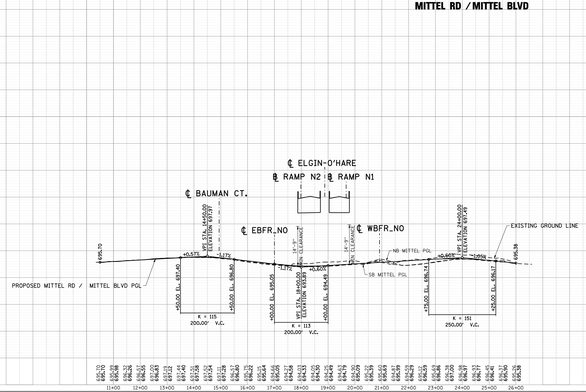
WEST BYPASS PROFILES AT ELGIN O'HARE EXPRESSWAY / WEST TERMINAL

SCALE: | SHEET NO. 51 OF 95 SHEETS | STA. | TO STA.

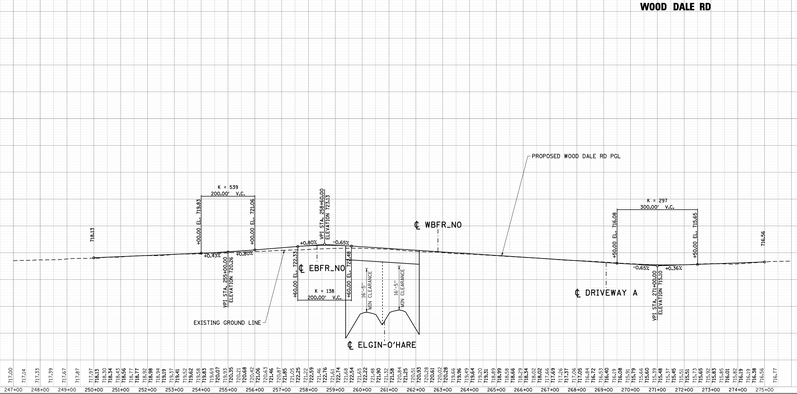
F.A. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
			95 51
		CONTRACT NO.	
		ILLINOIS FED. AID PROJECT	

CENTRAL SECTION – PART B

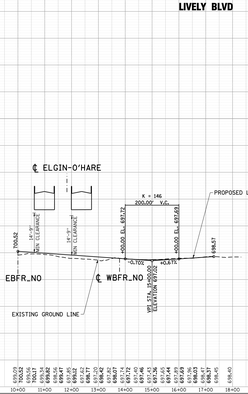
MITTEL RD / MITTEL BLVD



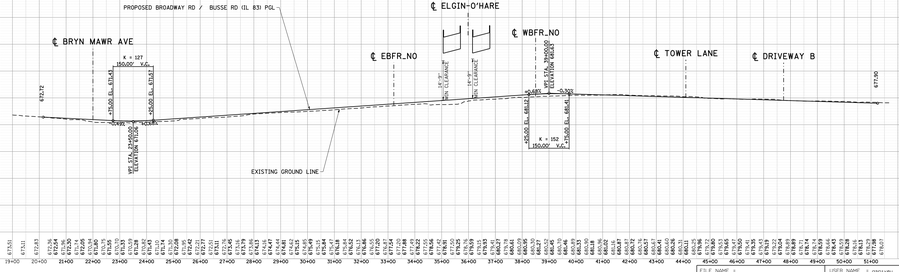
WOOD DALE RD



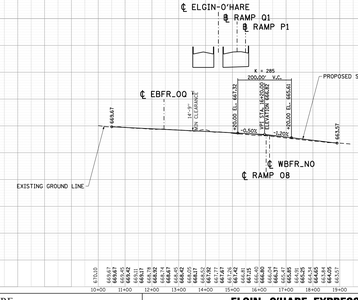
LIVELY BLVD



BROADWAY RD / BUSSE RD (IL 83)



SUPREME DR



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	DRAWN - CH2M HILL	REVISED -	
PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -	
PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

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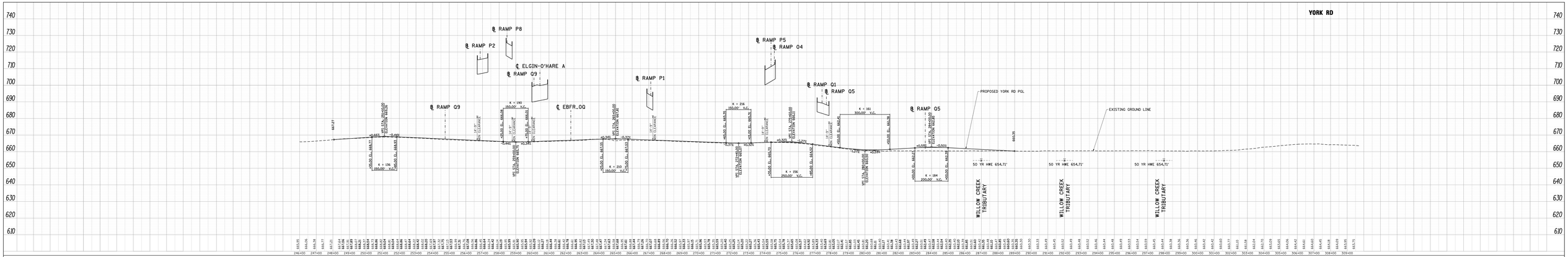
ELGIN O'HARE EXPRESSWAY
CROSS ROAD PROFILES

SCALES | SHEET NO. 52 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	52
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART B



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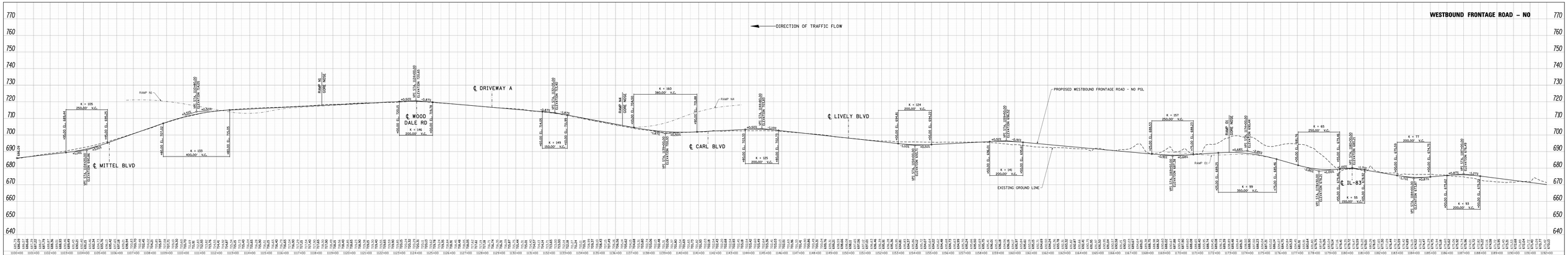
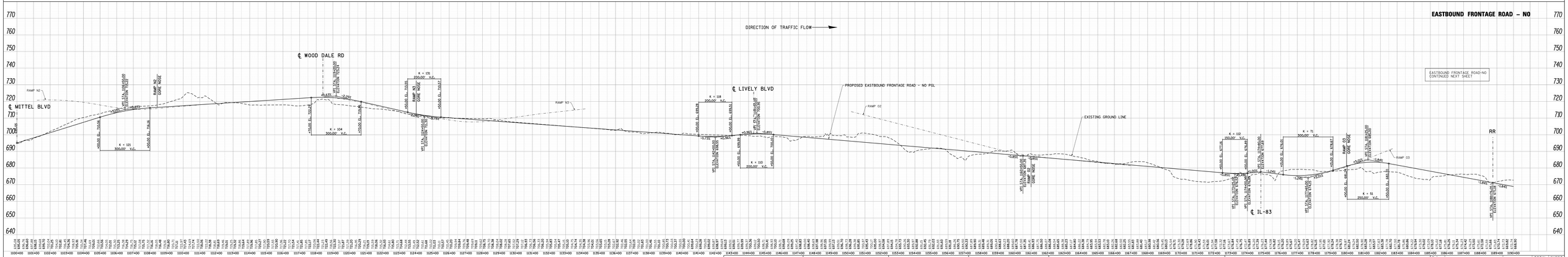
		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -		SCALES SHEET NO. 53 OF 95 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	53
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B





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	DRAWN - CH2M HILL	REVISED -	
PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -	
PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

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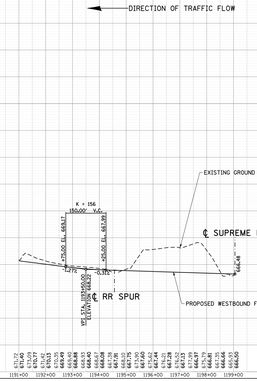
ELGIN O'HARE EXPRESSWAY
FRONTAGE ROAD PROFILES

SCALES | SHEET NO. 54 OF 95 SHEETS | STA. | TO STA.

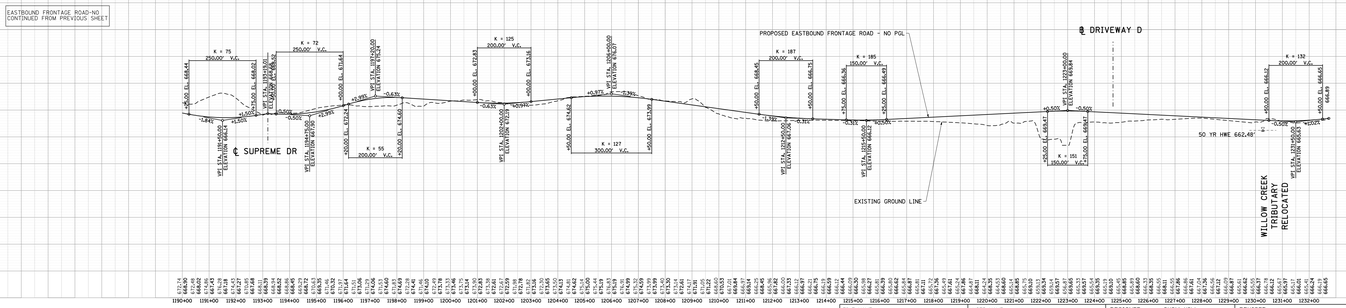
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	54
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B

WESTBOUND FRONTAGE ROAD – NO



EASTBOUND FRONTAGE ROAD – NO



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		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
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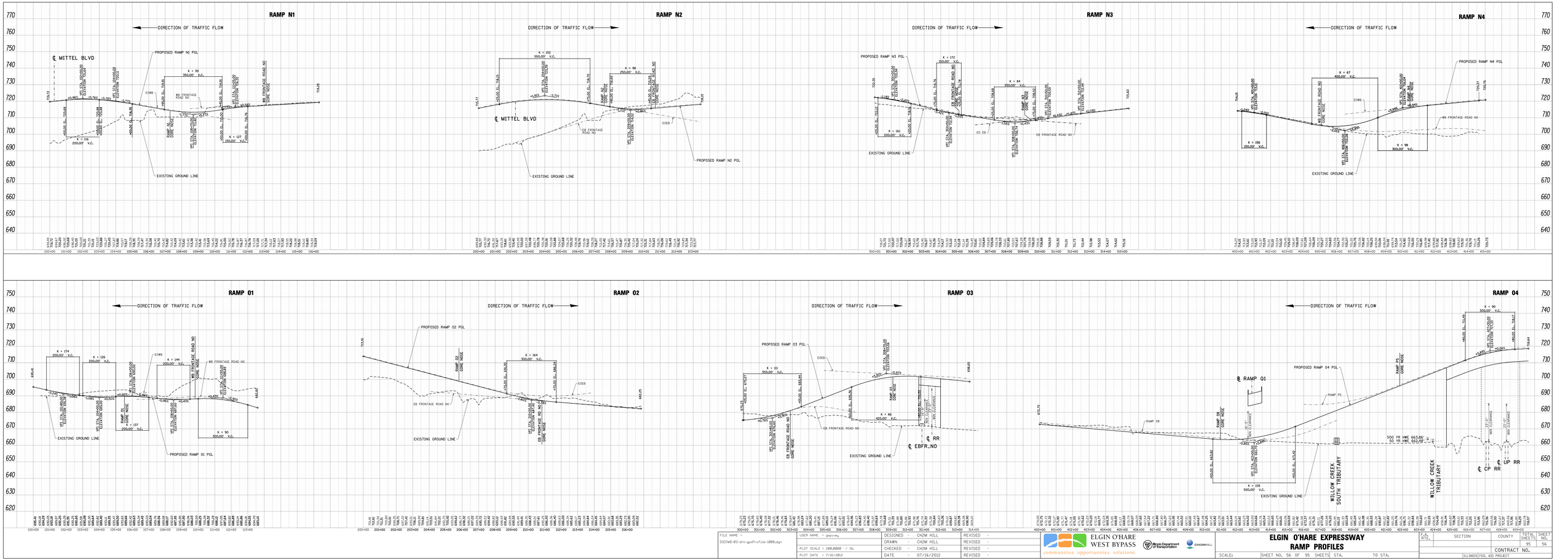
Virginia Department of Transportation
CH2MHILL

ELGIN O'HARE EXPRESSWAY
FRONTAGE ROAD PROFILES

SCALES | SHEET NO. 55 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	55
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART B



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		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

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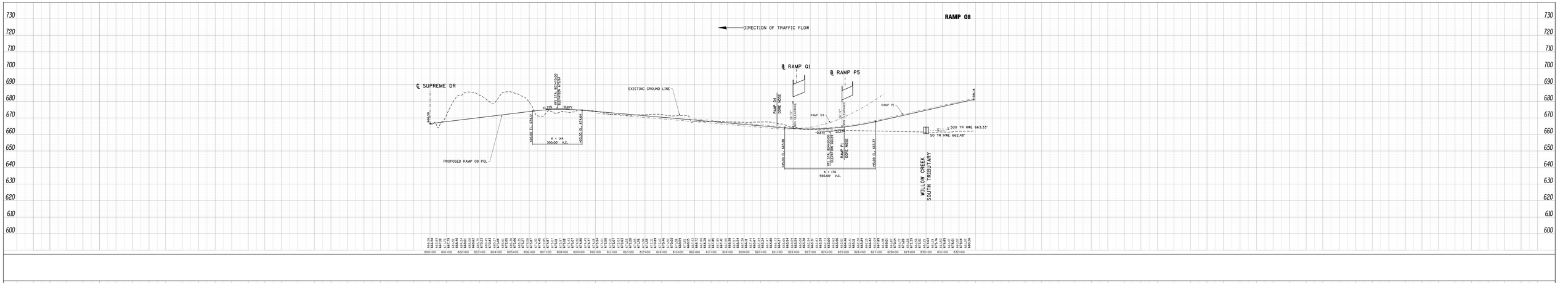
ELGIN O'HARE EXPRESSWAY
RAMP PROFILES

SCALES | SHEET NO. 56 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	56
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B



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	DRAWN - CH2M HILL	REVISED -	
PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -	
PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

ELGIN O'HARE WEST BYPASS
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Virginia Department of Transportation

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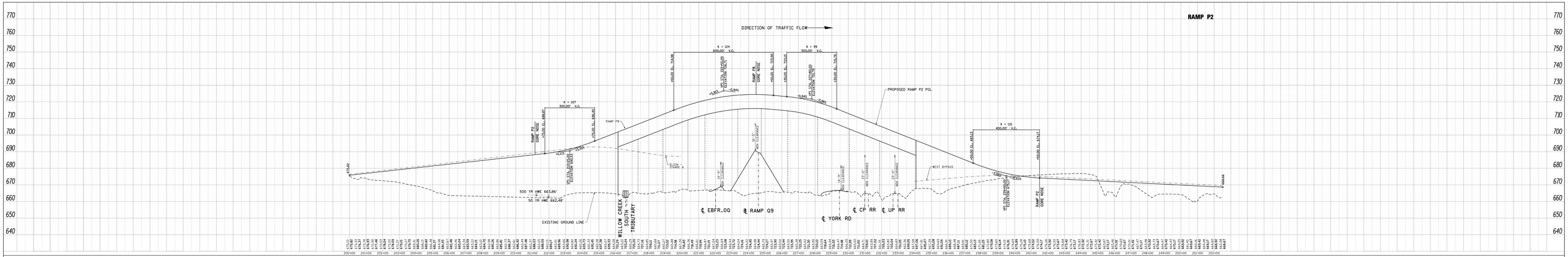
ELGIN O'HARE EXPRESSWAY RAMP PROFILE AND SYSTEM RAMP PROFILE AT WEST BYPASS

SCALES | SHEET NO. 57 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	57
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART B



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PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	REVISED -

ELGIN O'HARE WEST BYPASS
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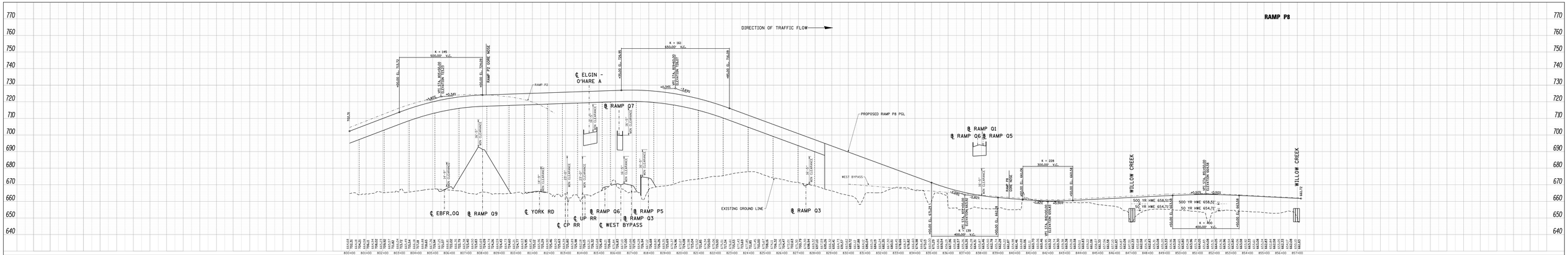
Virginia Department of Transportation | CH2MHILL

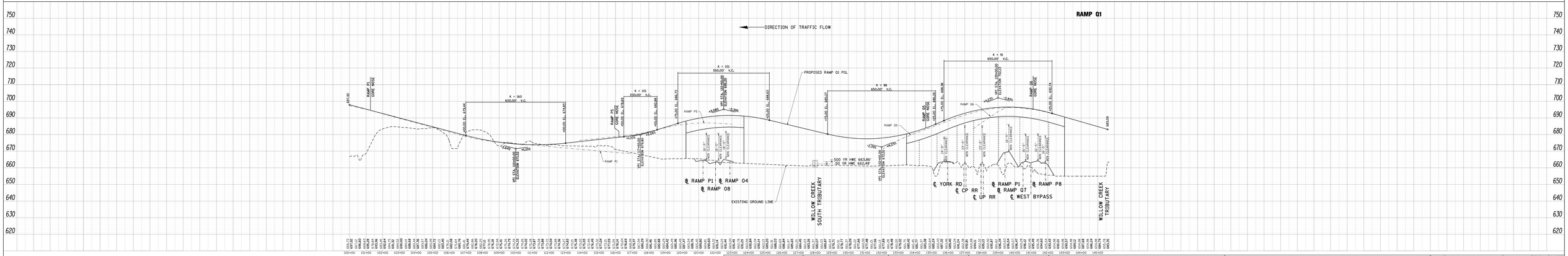
ELGIN O'HARE EXPRESSWAY
SYSTEM RAMP PROFILES AT WEST BYPASS

SCALES | SHEET NO. 58 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	58
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART B





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USER NAME = gopinwy	DESIGNED - CH2M HILL	REVISED -	
	DRAWN - CH2M HILL	REVISED -	
PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -	
PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.

Illinois Department of Transportation

CH2MHILL

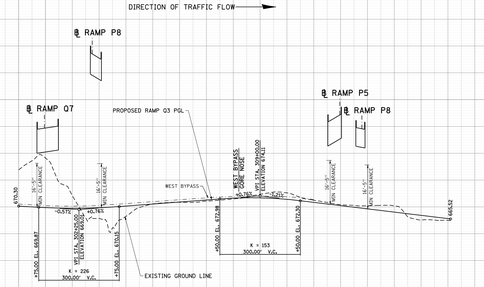
ELGIN O'HARE EXPRESSWAY RAMP PROFILE AND SYSTEM RAMP PROFILE AT WEST BYPASS

SCALES | SHEET NO. 59 OF 95 SHEETS | STA. | TO STA.

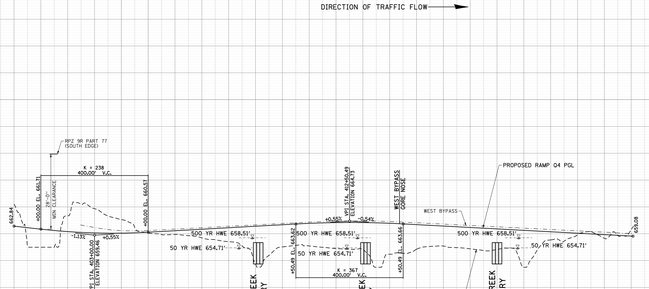
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	59
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART B

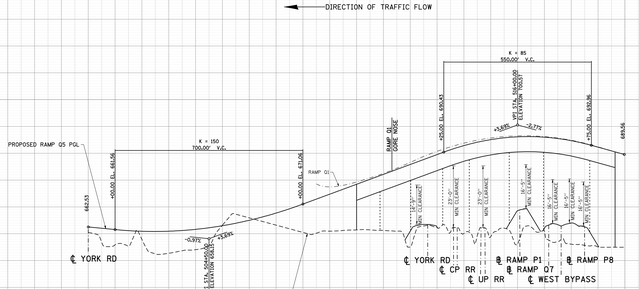
RAMP Q3



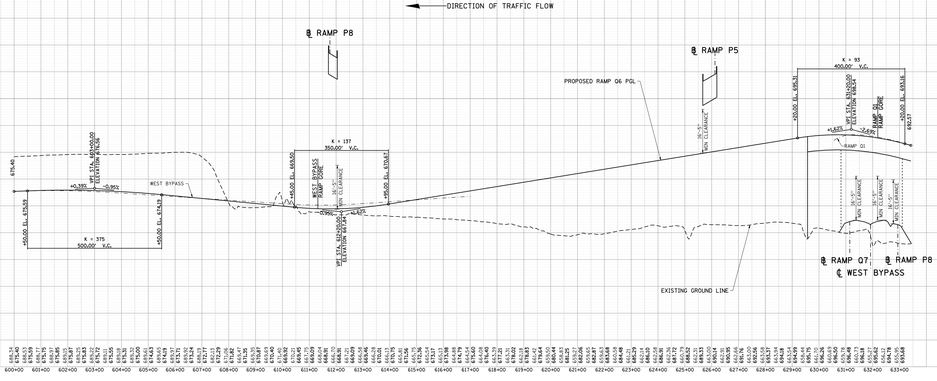
RAMP Q4



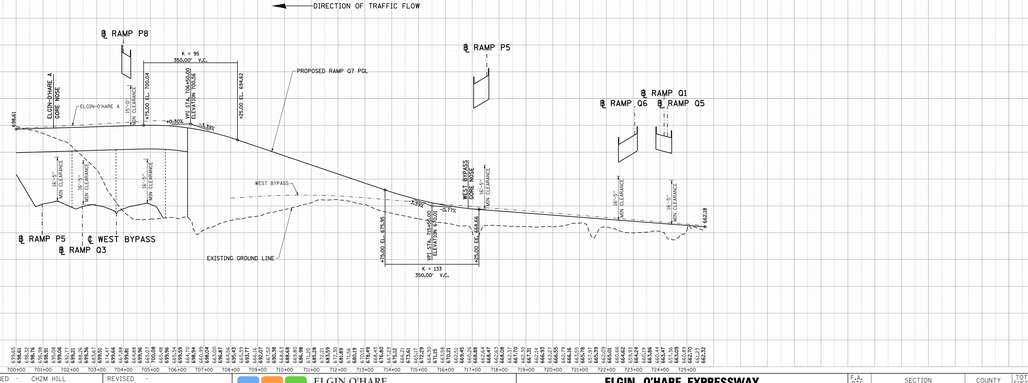
RAMP Q5



RAMP Q6



RAMP Q7



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		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -		

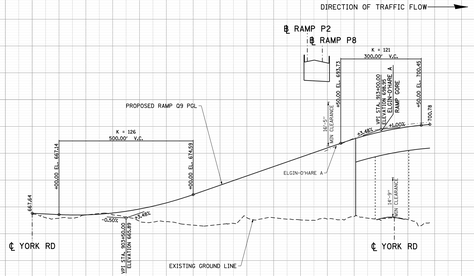
ELGIN O'HARE EXPRESSWAY
RAMP PROFILES AT WEST BYPASS

SCALES SHEET NO. 60 OF 95 SHEETS STA. TO STA.

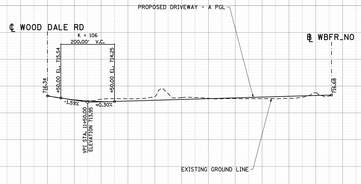
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	60
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CENTRAL SECTION – PART B

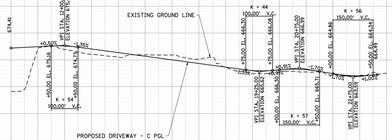
RAMP Q9



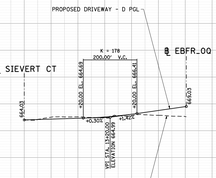
DRIVEWAY – A



DRIVEWAY – C



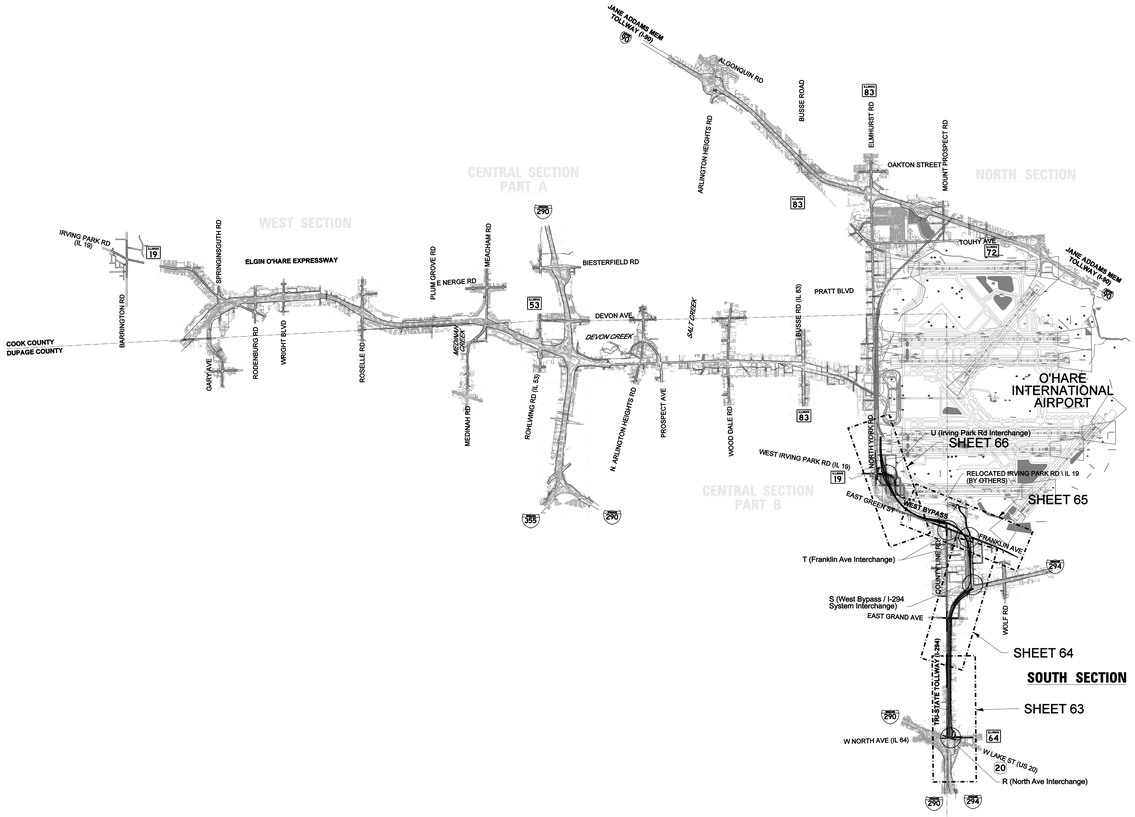
DRIVEWAY – D



FILE NAME = DIEGW3-03-sht-geoProfile-1213.dgn	USER NAME = gpsivey	DESIGNED - CH2M HILL	REVISED -	ELGIN O'HARE WEST BYPASS communities. opportunities. solutions.	ELGIN O'HARE EXPRESSWAY RAMP AND DRIVEWAY PROFILES
	PLOT SCALE = 200.0000 ' / IN.	DRAWN - CH2M HILL	REVISED -		
	PLOT DATE = 7/16/2012	CHECKED - CH2M HILL	REVISED -		
		DATE - 07/16/2012	REVISED -		SCALES: SHEET NO. 61 OF 95 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	61
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

CENTRAL SECTION – PART B



N

INDEX OF SHEETS

1	COVER SHEET
2	ROADWAY PLAN SHEET LAYOUT
3 - 11	TYPICAL SECTION SHEETS
	WEST SECTION
12	ROADWAY PLAN SHEET LAYOUT
13-16	ROADWAY PLAN SHEETS
17 - 24	ROADWAY PROFILE SHEETS
	CENTRAL SECTION - PART A
25	ROADWAY PLAN SHEET LAYOUT
26 - 30	ROADWAY PLAN SHEETS
31 - 44	ROADWAY PROFILE SHEETS
	CENTRAL SECTION - PART B
45	ROADWAY PLAN SHEET LAYOUT
46 - 49	ROADWAY PLAN SHEETS
50 - 61	ROADWAY PROFILE SHEETS
	SOUTH SECTION
62	ROADWAY PLAN SHEET LAYOUT
63 - 66	ROADWAY PLAN SHEETS
67 - 77	ROADWAY PROFILE SHEETS
	NORTH SECTION
78	ROADWAY PLAN SHEET LAYOUT
79 - 94	ROADWAY PLAN SHEETS
95 - 95	ROADWAY PROFILE SHEETS

FILE NAME = D:\CDOT\D-24-sht-geoPlan-1200.dgn

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		DRAWN - CH2M HILL		REVISED -	
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PLOT DATE = 7/16/2012		DATE - 07/16/2012		REVISED -	

ELGIN O'HARE WEST BYPASS
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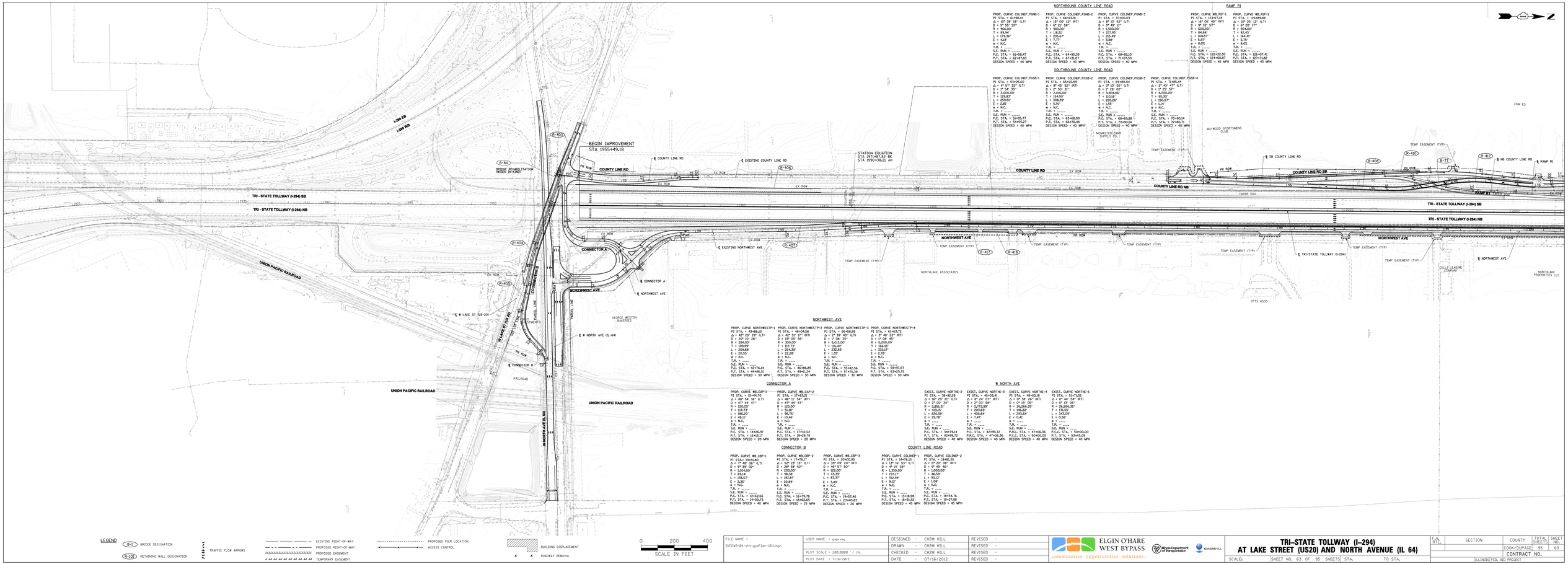
Illinois Department of Transportation
CH2MHILL

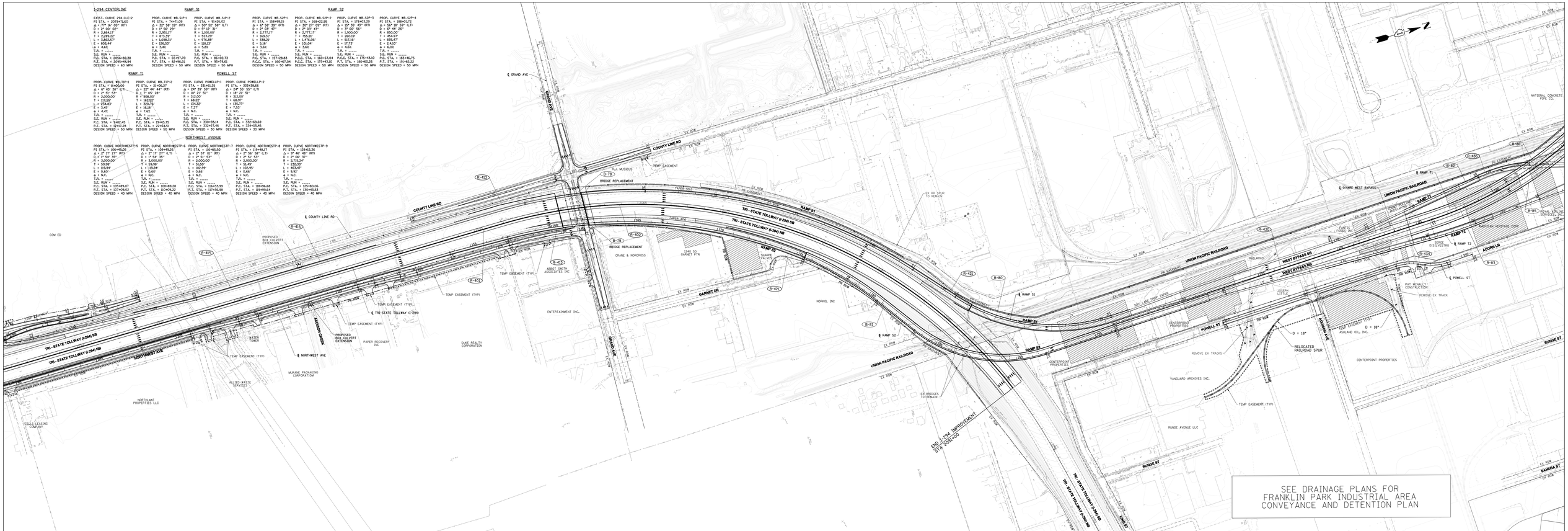
ROADWAY PLAN SHEET LAYOUT
ELGIN O'HARE AND WEST BYPASS

SCALES | SHEET NO. 62 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	62
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

SOUTH SECTION


BEGIN IMPROVEMENT
STA 1955+49.18
STATION EQUATION
STA 1971+97.52 BK
STA 1950+38.25 AH
BRIDGE REHABILITATION
B-84
B-1
B-77
R-403
R-404
R-405
R-406
R-407
R-408
R-410
R-412
R-417
R-418
COUNTY LINE RD
COUNTY LINE RD SB
COUNTY LINE RD NB
EXISTING COUNTY LINE RD
NB COUNTY LINE RD
RAMP R1
TRI - STATE TOLLWAY (I-294) SB
TRI - STATE TOLLWAY (I-294) NB
TRI-STATE TOLLWAY (I-294)
CONNECTOR A
CONNECTOR B
NORTHWEST AVE
EXISTING NORTHWEST AVE
NORTHWEST AVE
W LAKE ST (US-20)
W NORTH AVE (IL 64)
UNION PACIFIC RAILROAD
RAILROAD
PARCEL LINE
EASEMENTS
TEMP EASEMENT (TYP)
TAPER SOG
EX ROW
PR ROW
GEORGE WESTON BAKERIES
NORTHLAKE ASSOCIATES
WAYWOOD SPORTSMENS CLUB
MONASTERY-LAWN SUPPLY CO.
CELL LEASING COMPANY
NORTHLAKE PROPERTIES LLC
COM ED
OPTS 6530
I-290 EB
I-290 WB
NORTHBOUND COUNTY LINE ROAD
SOUTHBOUND COUNTY LINE ROAD
RAMP R1
PROP. CURVE COLINEP_PGNB-1
PI STA. = 61+98.41
Δ = 10° 38' 18" (LT)
D = 5° 55' 52"
R = 966.00'
T = 89.94'
L = 179.46'
E = 4.18'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 61+08.47
P.T. STA. = 62+87.93
DESIGN SPEED = 40 MPH
PROP. CURVE COLINEP_PGNB-2
PI STA. = 66+13.16
Δ = 15° 00' 12" (RT)
D = 6° 20' 58"
R = 900.00'
T = 118.50'
L = 235.57'
E = 7.77'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 64+95.39
P.T. STA. = 67+31.07
DESIGN SPEED = 40 MPH
PROP. CURVE COLINEP_PGNB-3
PI STA. = 70+90.03
Δ = 8° 33' 53" (LT)
D = 3° 49' 11"
R = 1,500.00'
T = 112.43'
L = 224.00'
E = 5.88'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 69+90.10
P.T. STA. = 71+67.20
DESIGN SPEED = 40 MPH
PROP. CURVE WB_RSP-1
PI STA = 123+17.24
Δ = 16° 05' 49" (RT)
D = 9° 32' 57"
R = 600.00'
T = 84.65'
L = 168.57'
E = 5.87'
e = 8.0%
T.R. = -----
S.E. RUN = -----
P.C. STA. = 122+32.30
P.T. STA. = 124+00.87
DESIGN SPEED = 45 MPH
PROP. CURVE WB_RSP-2
PI STA = 126+49.84
Δ = 20° 25' 13" (LT)
D = 6° 20' 17"
R = 904.00'
T = 162.47'
L = 322.24'
E = 3.75'
e = 8.0%
T.R. = -----
S.E. RUN = -----
P.C. STA. = 126+07.42
P.T. STA. = 127+71.82
DESIGN SPEED = 45 MPH
PROP. CURVE COLINEP_PGSB-1
PI STA. = 53+05.60
Δ = 4° 57' 22" (LT)
D = 1° 55' 55"
R = 3,000.00'
T = 129.83'
L = 259.63'
E = 2.81'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 51+95.77
P.T. STA. = 54+55.27
DESIGN SPEED = 40 MPH
PROP. CURVE COLINEP_PGSB-2
PI STA. = 64+22.59
Δ = 8° 45' 52" (RT)
D = 1° 55' 55"
R = 3,000.00'
T = 184.50'
L = 368.59'
E = 5.91'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 62+48.09
P.T. STA. = 66+16.68
DESIGN SPEED = 40 MPH
PROP. CURVE COLINEP_PGSB-3
PI STA. = 69+40.04
Δ = 3° 13' 55" (LT)
D = 1° 55' 55"
R = 3,000.00'
T = 103.06'
L = 205.06'
E = 1.55'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 68+36.98
P.T. STA. = 70+90.04
DESIGN SPEED = 40 MPH
PROP. CURVE COLINEP_PGSB-4
PI STA. = 71+95.44
Δ = 2° 43' 47" (LT)
D = 1° 55' 55"
R = 3,000.00'
T = 95.30'
L = 190.57'
E = 1.14'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 70+90.14
P.T. STA. = 72+80.71
DESIGN SPEED = 40 MPH
NORTHWEST AVE
PROP. CURVE NORTHWESTP-1
PI STA. = 43+86.13
Δ = 42° 20' 29" (LT)
D = 20° 10' 28"
R = 284.00'
T = 109.99'
L = 209.88'
E = 20.55'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 42+76.14
P.T. STA. = 44+86.01
DESIGN SPEED = 30 MPH
PROP. CURVE NORTHWESTP-2
PI STA. = 48+04.58
Δ = 40° 51' 17" (RT)
D = 19° 05' 55"
R = 300.00'
T = 117.73'
L = 224.23'
E = 22.28'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 46+86.85
P.T. STA. = 49+11.24
DESIGN SPEED = 30 MPH
PROP. CURVE NORTHWESTP-3
PI STA. = 54+58.93
Δ = 27° 39' 40" (LT)
D = 1° 08' 35"
R = 5,015.00'
T = 116.44'
L = 232.87'
E = 1.70'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 53+42.56
P.T. STA. = 57+75.39
DESIGN SPEED = 50 MPH
PROP. CURVE NORTHWESTP-4
PI STA. = 61+45.72
Δ = 3° 48' 23" (RT)
D = 1° 08' 45"
R = 5,000.00'
T = 166.05'
L = 332.17'
E = 2.76'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 59+97.57
P.T. STA. = 63+29.75
DESIGN SPEED = 50 MPH
CONNECTOR A
PROP. CURVE WB_CAP-1
PI STA. = 15+44.70
Δ = 88° 54' 16" (LT)
D = 47° 44'
R = 120.00'
T = 116.27'
L = 186.23'
E = 48.12'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 14+16.97
P.T. STA. = 16+03.17
DESIGN SPEED = 20 MPH
PROP. CURVE WB_CAP-2
PI STA. = 17+83.21
Δ = 46° 51' 54" (RT)
D = 47° 44' 47"
R = 120.00'
T = 51.06'
L = 96.76'
E = 10.46'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 17+32.03
P.T. STA. = 18+28.78
DESIGN SPEED = 20 MPH
CONNECTOR B
PROP. CURVE WB_CBP-1
PI STA= 13+31.82
Δ = 7° 48' 06" (LT)
D = 5° 39' 02"
R = 1,015.00'
T = 69.14'
L = 138.07'
E = 2.35'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 12+62.66
P.T. STA. = 14+00.73
DESIGN SPEED = 40 MPH
PROP. CURVE WB_CBP-2
PI STA. = 17+78.17
Δ = 52° 23' 15" (LT)
D = 28° 38' 52"
R = 200.00'
T = 98.38'
L = 182.87'
E = 22.89'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 16+79.78
P.T. STA. = 18+62.65
DESIGN SPEED = 25 MPH
PROP. CURVE WB_CBP-3
PI STA. = 20+00.85
Δ = 39° 09' 20" (RT)
D = 46° 57' 50"
R = 122.00'
T = 43.20'
L = 83.37'
E = 7.49'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 19+57.46
P.T. STA. = 20+40.83
DESIGN SPEED = 20 MPH
W NORTH AVE
EXIST. CURVE NORTHE-2
PI STA. = 38+82.28
Δ = 16° 29' 21" (LT)
D = 2° 00' 34"
R = 2,851.31'
T = 413.52'
L = 820.51'
E = 29.78'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 34+79.14
P.T. STA. = 43+99.72
DESIGN SPEED = 40 MPH
EXIST. CURVE NORTHE-3
PI STA. = 45+43.41
Δ = 8° 24' 07" (RT)
D = 2° 03' 58"
R = 2,773.99'
T = 203.67'
L = 406.69'
E = 7.47'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 43+39.73
P.T. STA. = 47+46.36
DESIGN SPEED = 40 MPH
EXIST. CURVE NORTHE-4
PI STA. = 48+43.18
Δ = 0° 38' 26" (RT)
D = 0° 13' 05"
R = 26,266.35'
T = 146.94'
L = 293.64'
E = 0.41'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 47+96.24
P.T. STA. = 50+60.00
DESIGN SPEED = 40 MPH
EXIST. CURVE NORTHE-5
PI STA. = 51+11.05
Δ = 0° 44' 56" (RT)
D = 0° 13' 05"
R = 26,266.35'
T = 171.52'
L = 343.09'
E = 0.56'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 50+00.00
P.T. STA. = 53+43.09
DESIGN SPEED = 40 MPH
COUNTY LINE ROAD
PROP. CURVE COLINEP-1
PI STA. = 14+76.25
Δ = 13° 16' 53" (LT)
D = 4° 46' 39"
R = 360.00'
T = 157.12'
L = 312.94'
E = 9.22'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 13+18.98
P.T. STA. = 16+31.92
DESIGN SPEED = 45 MPH
PROP. CURVE COLINEP-2
PI STA. = 18+85.35
Δ = 5° 20' 08" (RT)
D = 1° 43' 46"
R = 3,315.00'
T = 154.50'
L = 309.00'
E = 3.61'
e = N.C.
T.R. = -----
S.E. RUN = -----
P.C. STA. = 18+34.76
P.T. STA. = 19+27.08
DESIGN SPEED = 45 MPH
LEGEND
B-1 BRIDGE DESIGNATION
R-101 RETAINING WALL DESIGNATION
TRAFFIC FLOW ARROWS
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED EASEMENT
TEMPORARY EASEMENT
PROPOSED PIER LOCATION
ACCESS CONTROL
BUILDING DISPLACEMENT
ROADWAY REMOVAL
0 200 400
SCALE IN FEET
FILE NAME = DIEGW3-B4-sht-geoPlan-IDOTsdgn
USER NAME = cpgraney
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 7/16/2012
DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 07/16/2012
REVISED -
ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.
Illinois Department of Transportation
CH2MHILL
TRI-STATE TOLLWAY (I-294)
AT LAKE STREET (US20) AND NORTH AVENUE (IL 64)
SCALE= SHEET NO. 63 OF 95 SHEETS STA. TO STA.
F.A. RTE. SECTION COUNTY TOTAL SHEET NO. COOK/DUPAGE 95 63
CONTRACT NO.
ILLINOIS FED. AID PROJECT
SOUTH SECTION


I-294 CENTERLINE
EXIST. CURVE 294_CLE-2
PI STA. = 2079+11.60
Δ = 77° 16' 05" (RT)
D = 3° 00' 00"
R = 1,908.45'
T = 1,524.23'
L = 2,862.57'
E = 802.44'
e = 4.43
T.S. STA. = -----
S.C. STA. = -----
P.C. STA. = 2056+82.38
P.T. STA. = 2095+44.94
DESIGN SPEED = 60 MPH
RAMP S1
PROP. CURVE WB_S1P-1
PI STA. = 74+11.09
Δ = 32° 58' 19" (RT)
D = 1° 56' 29"
R = 2,951.51'
T = 876.57'
L = 1,698.31'
E = 126.53'
e = 5.41
T.S. STA. = -----
S.C. STA. = -----
P.C. STA. = 60+97.70
P.T. STA. = 82+96.01
DESIGN SPEED = 50 MPH
PROP. CURVE WB_S1P-2
PI STA. = 15+55.02
Δ = 50° 52' 58" (LT)
D = 5° 12' 31"
R = 1,100.00'
T = 526.80'
L = 976.88'
E = 118.13'
e = 5.85
T.S. STA. = -----
S.C. STA. = -----
P.C. STA. = 98+02.73
P.T. STA. = 95+79.61
DESIGN SPEED = 50 MPH
PROP. CURVE WB_S2P-1
PI STA. = 158+98.15
Δ = 6° 58' 39" (RT)
D = 2° 03' 47"
R = 2,777.17'
T = 338.27'
L = 338.27'
E = 5.16'
e = 5.83
T.S. STA. = -----
S.C. STA. = -----
P.C. STA. = 157+26.83
P.C.C. STA. = 160+67.04
DESIGN SPEED = 50 MPH
RAMP S2
PROP. CURVE WB_S2P-2
PI STA. = 168+22.35
Δ = 30° 27' 09" (RT)
D = 2° 03' 47"
R = 2,777.17'
T = 755.04'
L = 1,476.06'
E = 103.04'
e = 3.65
T.S. STA. = -----
S.C. STA. = -----
P.C. STA. = 160+67.04
P.C.C. STA. = 175+43.10
DESIGN SPEED = 50 MPH
PROP. CURVE WB_S2P-3
PI STA. = 178+03.29
Δ = 15° 35' 43" (RT)
D = 3° 00' 56"
R = 1,900.00'
T = 260.00'
L = 517.18'
E = 17.73'
e = 4.65
T.S. STA. = -----
S.C. STA. = -----
P.C. STA. = 175+43.10
P.T. STA. = 180+60.28
DESIGN SPEED = 50 MPH
PROP. CURVE WB_S2P-4
PI STA. = 188+51.72
Δ = 56° 18' 59" (LT)
D = 6° 44' 26"
R = 854.00'
T = 461.00'
L = 839.47'
E = 114.00'
e = 6.05
T.S. STA. = -----
S.C. STA. = -----
P.C. STA. = 183+46.75
P.T. STA. = 191+82.22
DESIGN SPEED = 50 MPH
RAMP T1
PROP. CURVE WB_T1P-1
PI STA. = 1+140.00
Δ = 6° 43' 39" (LT)
D = 2° 00' 00"
R = 2,865.00'
T = 337.33'
L = 674.83'
E = 5.49'
e = 4.45
T.S. STA. = -----
S.C. STA. = -----
P.C. STA. = 3+02.45
P.T. STA. = 10+17.28
DESIGN SPEED = 50 MPH
PROP. CURVE WB_T1P-2
PI STA. = 21+06.27
Δ = 27° 44' 44" (RT)
D = 1° 30' 09"
R = 3,808.00'
T = 1,102.50'
L = 1,320.76'
E = 16.08'
e = 7.63
T.S. STA. = -----
S.C. STA. = -----
P.C. STA. = 13+43.75
P.T. STA. = 23+64.51
DESIGN SPEED = 50 MPH
POWELL ST
PROP. CURVE POWELLP-1
PI STA. = 331+61.35
Δ = 24° 39' 59" (RT)
D = 3° 30' 00"
R = 512.00'
T = 64.22'
L = 134.32'
E = 7.27'
e = N.C.
T.S. STA. = -----
S.C. STA. = -----
P.C. STA. = 330+55.14
P.T. STA. = 332+47.46
DESIGN SPEED = 30 MPH
PROP. CURVE POWELLP-2
PI STA. = 333+36.66
Δ = 24° 39' 55" (LT)
D = 3° 30' 00"
R = 512.00'
T = 64.22'
L = 135.73'
E = 7.53'
e = N.C.
T.S. STA. = -----
S.C. STA. = -----
P.C. STA. = 332+69.69
P.T. STA. = 334+05.46
DESIGN SPEED = 30 MPH
NORTHWEST AVENUE
PROP. CURVE NORTHWESTP-5
PI STA. = 0+49.20
Δ = 2° 17' 27" (RT)
D = 1° 54' 35"
R = 3,000.00'
T = 59.98'
L = 119.94'
E = 0.60'
e = 0.60
T.S. STA. = -----
S.C. STA. = -----
P.C. STA. = 100+89.07
P.T. STA. = 101+09.02
DESIGN SPEED = 40 MPH
PROP. CURVE NORTHWESTP-6
PI STA. = 102+78.26
D = 2° 17' 27" (LT)
D = 1° 54' 35"
R = 3,000.00'
T = 59.98'
L = 119.94'
E = 0.60'
e = 0.60
T.S. STA. = -----
S.C. STA. = -----
P.C. STA. = 102+89.28
P.T. STA. = 103+09.22
DESIGN SPEED = 40 MPH
PROP. CURVE NORTHWESTP-7
PI STA. = 104+96.50
Δ = 12° 51' 00" (RT)
D = 2° 51' 53"
R = 2,000.00'
T = 56.50'
L = 100.09'
E = 0.66'
e = 0.66
T.S. STA. = -----
S.C. STA. = 106+53.99
P.T. STA. = 107+54.98
DESIGN SPEED = 40 MPH
PROP. CURVE NORTHWESTP-8
PI STA. = 113+48.17
D = 2° 56' 58" (LT)
D = 2° 51' 53"
R = 2,000.00'
T = 51.49'
L = 100.90'
E = 0.66'
e = 0.66
T.S. STA. = -----
S.C. STA. = 118+96.68
P.T. STA. = 119+99.64
DESIGN SPEED = 40 MPH
PROP. CURVE NORTHWESTP-9
PI STA. = 128+02.36
Δ = 1° 19' 46" (RT)
D = 2° 09' 37"
R = 2,715.54'
T = 232.50'
L = 463.47'
E = 9.92'
e = 9.92
T.S. STA. = -----
S.C. STA. = 125+80.06
P.T. STA. = 130+43.53
DESIGN SPEED = 40 MPH
LEGEND
B-1 BRIDGE DESIGNATION
R-100 RETAINING WALL DESIGNATION
TRAFFIC FLOW ARROWS
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED EASEMENT
TEMPORARY EASEMENT
PROPOSED PIER LOCATION
ACCESS CONTROL
BUILDING DISPOSAL
ROADWAY REMOVAL
0 200 400
SCALE IN FEET
SEE DRAINAGE PLANS FOR FRANKLIN PARK INDUSTRIAL AREA CONVEYANCE AND DETENTION PLAN
END I-294 IMPROVEMENT STA 2091+00
TRI-STATE TOLLWAY (I-294) NB
TRI-STATE TOLLWAY (I-294) SB
COUNTY LINE RD
GRAND AVE
NORTHWEST AVE
GARNET DR
WEST BYPASS SB
WEST BYPASS NB
UNION PACIFIC RAILROAD
RUNGE ST
POWELL ST
ACORN LN
SANDRA ST
ADDISON AVE
LOOMIS CREEK
E GRAND AVE
E O'HARE WEST BYPASS
E COUNTY LINE RD
E NORTHWEST AVE
E TRI-STATE TOLLWAY (I-294)
E POWELL ST
RAMP S1
RAMP S2
RAMP T1
RAMP T2
PROPOSED BOX CULVERT EXTENSION
TEMP EASEMENT (TYP)
RELOCATED RAILROAD SPUR
REMOVE EX TRACK
REMOVE EX TRACKS
PAT MERALDI CONSTRUCTION
JOSEPH CITTERIO
ABBOTT SMITH ASSOCIATES INC
NORKOL INC
ENTERTAINMENT INC.
CENTERPOINT PROPERTIES
VANGUARD ARCHIVES INC.
RUNGE AVENUE LLC
ASHLAND OIL, INC.
DUKE REALTY CORPORATION
PAPER RECOVERY INC
MURIANE PACKAGING CORPORATION
ALLIED WASTE SERVICES
NORTHLAKE PROPERTIES LLC
CELLI LEASING COMPANY
COM ED
WATER TOWER
NATIONAL CONCRETE PIPE CO.
ROYAL ATHLONE SERVICES INC.
AMERICAN HERITAGE CORP.
SERGE DISSLVESTRO
FANTIZ FOODS INC
BRIDGE REPLACEMENT
CRANE & NORCROSS
LOAD 50 GARNET PTR
EX BRIDGES TO REMAIN
EX BR SPUR TO REMAIN
PW EASEMENT
TEMP EASEMENT
EX ROW
PW ROW
FILE NAME = DIEGW01-04-sht-geoPlan-12012.dgn
USER NAME = gopsiway
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 7/16/2012
DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 07/16/2012
REVISED -
ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.
Illinois Department of Transportation
CH2MHILL
TRI-STATE TOLLWAY (I-294) AT WEST BYPASS
SCALE: 1
SHEET NO. 64 OF 95 SHEETS STA. TO STA.
F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
COOK/DUPAGE 95 64
CONTRACT NO.
ILLINOIS FED. AID PROJECT
SOUTH SECTION

WEST BYPASS CENTERLINE

PROP. CURVE WB_4CLP-1
PI STA. = 134+53.80
Δ = 76° 44' 17" (LT)
D = 2° 26' 17"
R = 2,350.00'
T = 1,859.49'
L = 3,147.45'
E = 647.34'
e = 5.01
Tgt. =
S.E. RUN = ------
P.C. STA. = 117+93.21
P.T. STA. = 147+40.71
DESIGN SPEED = 60 MPH

RAMP T2

PROP. CURVE WB_T2P-1
PI STA. = 16+95.56
Δ = 5° 35' 25" (LT)
D = 1° 54' 35"
R = 3,000.00'
T = 146.47'
L = 292.70'
E = 3.57'
e = 5.81
Tgt. =
S.E. RUN = ------
P.C. STA. = 15+49.09
P.T. STA. = 18+41.80
DESIGN SPEED = 50 MPH

PROP. CURVE WB_T2P-2
PI STA. = 23+60.25
Δ = 4° 04' 52" (RT)
D = 1° 54' 35"
R = 3,000.00'
T = 107.76'
L = 213.43'
E = 1.93'
e = 5.81
Tgt. =
S.E. RUN = ------
P.C. STA. = 22+52.39
P.T. STA. = 24+65.82
DESIGN SPEED = 50 MPH

RAMP T3

PROP. CURVE WB_T3P-1
PI STA. = 47+52.12
Δ = 85° 06' 04" (LT)
D = 14° 19' 26"
R = 400.00'
T = 367.09'
L = 594.12'
E = 140.38'
e = 6.81
Tgt. =
S.E. RUN = ------
P.C. STA. = 43+84.93
P.T. STA. = 49+78.05
DESIGN SPEED = 30 MPH

PROP. CURVE WB_T3P-2
PI STA. = 56+75.21
Δ = 5° 28' 50" (RT)
D = 1° 28' 17"
R = 3,890.00'
T = 187.50'
L = 334.79'
E = 4.01'
e = 5.45
Tgt. =
S.E. RUN = ------
P.C. STA. = 55+05.69
P.T. STA. = 58+40.48
DESIGN SPEED = 50 MPH

RAMP T4

PROP. CURVE WB_T4P-1
PI STA. = 46+34.42
Δ = 73° 11' 58" (LT)
D = 20° 38' 52"
R = 277.50'
T = 198.80'
L = 355.86'
E = 45.28'
e = 6.81
Tgt. =
S.E. RUN = ------
P.C. STA. = 44+48.62
P.T. STA. = 47+44.48
DESIGN SPEED = 30 MPH

PROP. CURVE WB_T4P-2
PI STA. = 62+05.98
Δ = 9° 25' 36" (RT)
D = 1° 09' 06"
R = 5,000.00'
T = 256.60'
L = 450.74'
E = 6.08'
e = 5.01
Tgt. =
S.E. RUN = ------
P.C. STA. = 59+93.38
P.T. STA. = 64+42.13
DESIGN SPEED = 50 MPH

TAFT AVE

PROP. CURVE TAFTP-1
PI STA. = 3+87.05
Δ = 10° 00' 06" (LT)
D = 10° 56' 37"
R = 540.00'
T = 148.83'
L = 290.45'
E = 20.14'
e = 6.81
Tgt. =
S.E. RUN = ------
P.C. STA. = 2+38.32
P.T. STA. = 5+28.78
DESIGN SPEED = 40 MPH

PROP. CURVE TAFTP-2
PI STA. = 9+67.78
Δ = 8° 25' 06" (RT)
D = 8° 25' 52"
R = 680.00'
T = 187.42'
L = 365.76'
E = 25.36'
e = 6.81
Tgt. =
S.E. RUN = ------
P.C. STA. = 7+40.37
P.T. STA. = 11+06.13
DESIGN SPEED = 40 MPH

PROP. CURVE TAFTP-3
PI STA. = 16+25.49
Δ = 47° 33' 22" (LT)
D = 8° 25' 52"
R = 680.00'
T = 269.82'
L = 513.90'
E = 51.61'
e = 6.81
Tgt. =
S.E. RUN = ------
P.C. STA. = 13+53.57
P.T. STA. = 18+67.47
DESIGN SPEED = 40 MPH

PROP. CURVE TAFTP-4
PI STA. = 23+46.83
Δ = 10° 38' 02" (RT)
D = 10° 56' 37"
R = 540.00'
T = 214.35'
L = 408.01'
E = 40.99'
e = 6.81
Tgt. =
S.E. RUN = ------
P.C. STA. = 21+52.48
P.T. STA. = 25+60.50
DESIGN SPEED = 40 MPH

FRANKLIN AVE

EXIST. CURVE FRANKLINE-2
PI STA. = 127+01.71
Δ = 6° 07' 28" (RT)
D = 0° 28' 45"
R = 11,094.72'
T = 439.45'
L = 878.50'
E = 8.67'
e = 6.81
Tgt. =
S.E. RUN = ------
P.C. STA. = 122+62.26
P.T. STA. = 131+40.76
DESIGN SPEED = 40 MPH

EXIST. CURVE FRANKLINE-1
PI STA. = 109+21.11
Δ = 6° 07' 28" (RT)
D = 0° 31' 14"
R = 10,620.60'
T = 220.94'
L = 441.83'
E = 1.53'
e = N.C.
Tgt. = N.C.
S.E. RUN = ------
P.C. STA. = 107+08.17
P.T. STA. = 111+50.00
DESIGN SPEED = 40 MPH

LEGEND

B-1 BRIDGE DESIGNATION

R-101 RETAINING WALL DESIGNATION

TRAFFIC FLOW ARROWS

EXISTING RIGHT-OF-WAY

PROPOSED RIGHT-OF-WAY

PROPOSED EASEMENT

TEMPORARY EASEMENT

PROPOSED PIER LOCATION

ACCESS CONTROL

BUILDING DISPLACEMENT

ROADWAY REMOVAL

0 200 400
SCALE IN FEET

FILE NAME = D:\EOWB-04-sht-geoPlan-2014.dgn
USER NAME = gapsway
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 7/16/2012

DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 07/16/2012

REVISED -
REVISED -
REVISED -
REVISED -

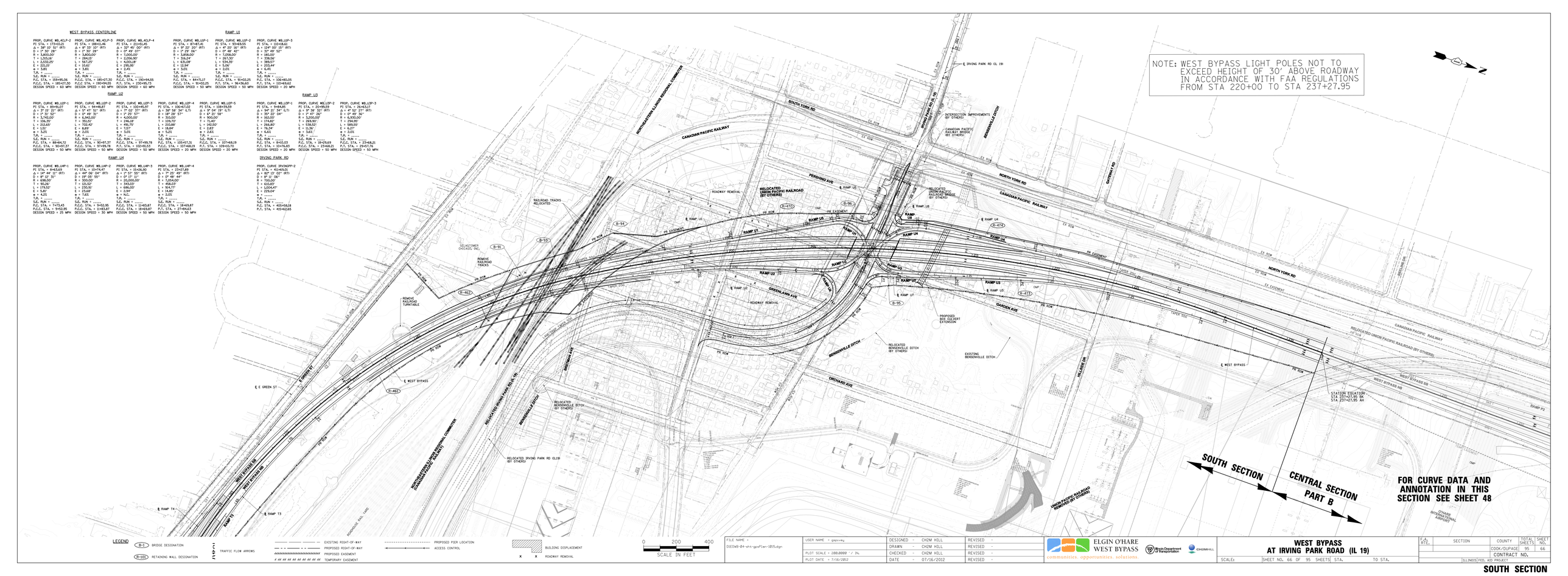
ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.
Illinois Department of Transportation
CH2MHILL

WEST BYPASS AT FRANKLIN AVENUE / EAST GREEN STREET

SCALES | SHEET NO. 65 OF 95 SHEETS | STA. | TO STA.

F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO.
COOK/DUPAGE | 95 | 65
CONTRACT NO.
ILLINOIS FED. AID PROJECT

SOUTH SECTION


WEST BYPASS CENTERLINE
PROP. CURVE WB_4CLP-2
PI STA. = 173+10.21
Δ = 34° 10' 51" (RT)
D = 1° 28' 28"
R = 3,900.00'
T = 1,313.86'
L = 2,532.25'
E = 221.35'
e = 3.6%
Tgt. = ------
S.E. RUN = ------
P.C. STA. = 159+95.06
P.C.C. STA. = 185+27.30
DESIGN SPEED = 60 MPH
PROP. CURVE WB_4CLP-3
PI STA. = 188+11.46
Δ = 9° 31' 33" (RT)
D = 0° 49' 28"
R = 7,000.00'
T = 294.25'
L = 567.25'
E = 10.61'
e = 3.6%
Tgt. = ------
S.E. RUN = ------
P.C.C. STA. = 185+27.30
P.C.C. STA. = 190+94.55
DESIGN SPEED = 60 MPH
PROP. CURVE WB_4CLP-4
PI STA. = 211+15.45
Δ = 12° 49' 20" (RT)
D = 0° 27' 00"
R = 7,000.00'
T = 2,056.90'
L = 4,000.18'
E = 295.90'
e = 2.4%
Tgt. = ------
S.E. RUN = ------
P.C.C. STA. = 190+94.55
P.T. STA. = 230+95.73
DESIGN SPEED = 60 MPH
RAMP U1
PROP. CURVE WB_U1P-1
PI STA. = 87+97.41
Δ = 9° 22' 20" (RT)
D = 1° 04' 06"
R = 5,400.00'
T = 316.24'
L = 631.08'
E = 12.94'
e = 5.0%
Tgt. = ------
S.E. RUN = ------
P.C. STA. = 84+71.17
P.C.C. STA. = 91+02.25
DESIGN SPEED = 50 MPH
PROP. CURVE WB_U1P-2
PI STA. = 93+68.55
Δ = 9° 48' 35" (RT)
D = 0° 49' 28"
R = 7,058.00'
T = 267.30'
L = 534.35'
E = 5.06'
e = 2.0%
Tgt. = ------
S.E. RUN = ------
P.C.C. STA. = 91+02.25
P.T. STA. = 96+36.60
DESIGN SPEED = 50 MPH
PROP. CURVE WB_U1P-3
PI STA. = 110+18.61
Δ = 21° 00' 01" (RT)
D = 1° 04' 06"
R = 5,400.00'
T = 1,001.06'
L = 1,979.58'
E = 92.52'
e = 5.0%
Tgt. = ------
S.E. RUN = ------
P.C.C. STA. = 96+36.60
P.T. STA. = 116+16.18
DESIGN SPEED = 50 MPH
RAMP U2
PROP. CURVE WB_U2P-1
PI STA. = 39+95.07
Δ = 1° 31' 19" (RT)
D = 1° 30' 00"
R = 3,742.00'
T = 106.70'
L = 212.83'
E = 1.51'
e = 4.2%
Tgt. = ------
S.E. RUN = ------
P.C. STA. = 88+84.72
P.C.C. STA. = 90+97.37
DESIGN SPEED = 50 MPH
PROP. CURVE WB_U2P-2
PI STA. = 90+97.37
Δ = 9° 47' 46" (RT)
D = 0° 49' 28"
R = 6,940.00'
T = 351.51'
L = 710.42'
E = 8.89'
e = 3.6%
Tgt. = ------
S.E. RUN = ------
P.C.C. STA. = 90+97.37
P.C.C. STA. = 97+98.78
DESIGN SPEED = 50 MPH
PROP. CURVE WB_U2P-3
PI STA. = 111+03.07
D = 1° 25' 57" (RT)
D = 1° 25' 57"
R = 4,000.00'
T = 246.18'
L = 490.75'
E = 7.57'
e = 4.0%
Tgt. = ------
S.E. RUN = ------
P.C.C. STA. = 97+98.78
P.T. STA. = 102+93.53
DESIGN SPEED = 50 MPH
PROP. CURVE WB_U2P-4
PI STA. = 154+47.02
D = 38° 58' 34" (LT)
D = 38° 28' 57"
R = 150.00'
T = 109.70'
L = 210.88'
E = 18.84'
e = 4.0%
Tgt. = ------
S.E. RUN = ------
P.C.C. STA. = 105+97.31
P.C.C. STA. = 107+68.19
DESIGN SPEED = 20 MPH
PROP. CURVE WB_U2P-5
PI STA. = 159+59.13
D = 38° 28' 57" (LT)
D = 6° 21' 06"
R = 900.00'
T = 71.40'
L = 142.00'
E = 2.83'
e = 4.0%
Tgt. = ------
S.E. RUN = ------
P.C.C. STA. = 107+68.19
P.T. STA. = 109+10.70
DESIGN SPEED = 20 MPH
RAMP U3
PROP. CURVE WB_U3P-1
PI STA. = 98+49.85
Δ = 94° 23' 54" (LT)
D = 35° 23' 04"
R = 162.00'
T = 174.82'
L = 266.80'
E = 76.34'
e = 4.0%
Tgt. = ------
S.E. RUN = ------
P.C. STA. = 84+00.03
P.T. STA. = 101+76.85
DESIGN SPEED = 20 MPH
PROP. CURVE WB_U3P-2
PI STA. = 118+78.55
Δ = 1° 38' 39" (RT)
D = 1° 47' 26"
R = 3,200.00'
T = 275.00'
L = 550.97'
E = 11.76'
e = 4.0%
Tgt. = ------
S.E. RUN = ------
P.C.C. STA. = 116+29.69
P.C.C. STA. = 121+68.21
DESIGN SPEED = 50 MPH
PROP. CURVE WB_U3P-3
PI STA. = 134+13.17
Δ = 9° 51' 32" (RT)
D = 0° 49' 56"
R = 6,930.00'
T = 294.95'
L = 589.55'
E = 6.27'
e = 3.6%
Tgt. = ------
S.E. RUN = ------
P.C.C. STA. = 123+68.21
P.T. STA. = 129+57.76
DESIGN SPEED = 50 MPH
RAMP U4
PROP. CURVE WB_U4P-1
PI STA. = 8+43.69
Δ = 14° 44' 11" (RT)
D = 8° 12' 31"
R = 698.00'
T = 90.26'
L = 179.52'
E = 5.82'
e = 4.2%
Tgt. = ------
S.E. RUN = ------
P.C. STA. = 7+75.43
P.C.C. STA. = 9+02.95
DESIGN SPEED = 25 MPH
PROP. CURVE WB_U4P-2
PI STA. = 10+74.47
Δ = 64° 06' 04" (RT)
D = 19° 05' 55"
R = 300.00'
T = 125.32'
L = 250.70'
E = 25.52'
e = 7.6%
Tgt. = ------
S.E. RUN = ------
P.C.C. STA. = 9+02.95
P.C.C. STA. = 11+83.87
DESIGN SPEED = 30 MPH
PROP. CURVE WB_U4P-3
PI STA. = 15+26.30
Δ = 1° 51' 55" (RT)
D = 0° 21' 11"
R = 20,000.00'
T = 345.01'
L = 686.00'
E = 2.96'
e = N.C.
Tgt. = ------
S.E. RUN = ------
P.C.C. STA. = 11+83.87
P.C.C. STA. = 18+69.87
DESIGN SPEED = 50 MPH
PROP. CURVE WB_U4P-4
PE STA. = 23+57.89
Δ = 7° 25' 49" (RT)
D = 0° 48' 44"
R = 7,054.00'
T = 458.37'
L = 914.77'
E = 14.86'
e = 2.0%
Tgt. = ------
S.E. RUN = ------
P.C.C. STA. = 18+69.87
P.T. STA. = 27+84.63
DESIGN SPEED = 50 MPH
IRVING PARK RD
PROP. CURVE IRVINGPP-2
PI STA. = 401+69.20
Δ = 82° 13' 02" (RT)
D = 8° 11' 06"
R = 700.00'
T = 603.87'
L = 1,004.47'
E = 229.04'
e = 3.0%
Tgt. = ------
S.E. RUN = ------
P.C. STA. = 405+58.18
P.T. STA. = 415+62.65
NOTE: WEST BYPASS LIGHT POLES NOT TO EXCEED HEIGHT OF 30' ABOVE ROADWAY IN ACCORDANCE WITH FAA REGULATIONS FROM STA 220+00 TO STA 237+27.95
SOUTH YORK RD
CANADIAN PACIFIC RAILWAY
MONTGOMERY-ELWOOD REGIONAL COMMUTER RAILROAD
IRVING PARK RD (IL 19)
INTERSECTION IMPROVEMENTS (BY OTHERS)
CANADIAN PACIFIC RAILWAY OVER IRVING PARK RD BRIDGE (BY OTHERS)
BENSENVILLE DITCH
NORTH YORK RD
GATEWAY RD
PERSHING AVE
RELOCATED UNION PACIFIC RAILROAD (BY OTHERS)
RELOCATED UNION PACIFIC RAILROAD BRIDGE (BY OTHERS)
RAILROAD TRACKS RELOCATED
ROADWAY REMOVAL
PIPE EASEMENT
RAMP U1
RAMP U2
RAMP U3
RAMP U4
RAMP U5
RAMP U6
RAMP U7
RAMP T1
RAMP T2
RAMP T3
RAMP T4
B-91
B-92
B-93
B-94
B-95
B-96
R-462
R-470
R-471
R-472
R-473
R-474
ELASTOMER CHICAGO, INC.
REMOVE RAILROAD TRACKS
REMOVE RAILROAD TURNTABLE
GREEN ST
E GREEN ST
WEST BYPASS
GREENLAWN AVE
BRITTAIN AVE
ORCHARD AVE
GARDEN AVE
HILLSIDE DR
PROPOSED 900 CULVERT EXTENSION
EXISTING BENSENVILLE DITCH
RELOCATED BENSENVILLE DITCH (BY OTHERS)
RELOCATED IRVING PARK RD (IL19) (BY OTHERS)
WEST BYPASS NB
WEST BYPASS SB
STATION EQUATION STA 237+27.95 BK = STA 237+27.95 AH
UNION PACIFIC RAILROAD REMOVED BY OTHERS
ROADSIDE MAIL HWD
DUPAGE INTERNATIONAL AIRPORT
SOUTH SECTION
CENTRAL SECTION PART B
FOR CURVE DATA AND ANNOTATION IN THIS SECTION SEE SHEET 48
LEGEND
B-1 BRIDGE DESIGNATION
R-101 RETAINING WALL DESIGNATION
TRAFFIC FLOW ARROWS
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED EASEMENT
TEMPORARY EASEMENT
PROPOSED PIER LOCATION
ACCESS CONTROL
BUILDING DISPLACEMENT
ROADWAY REMOVAL
0 200 400
SCALE IN FEET
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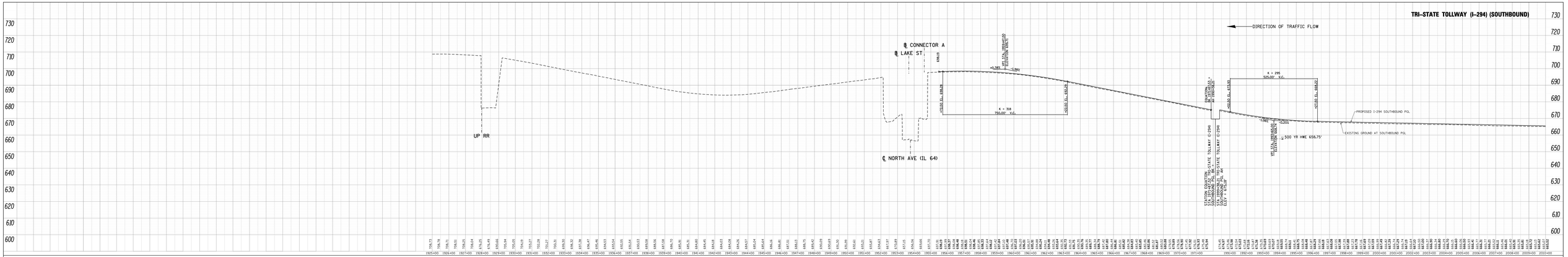
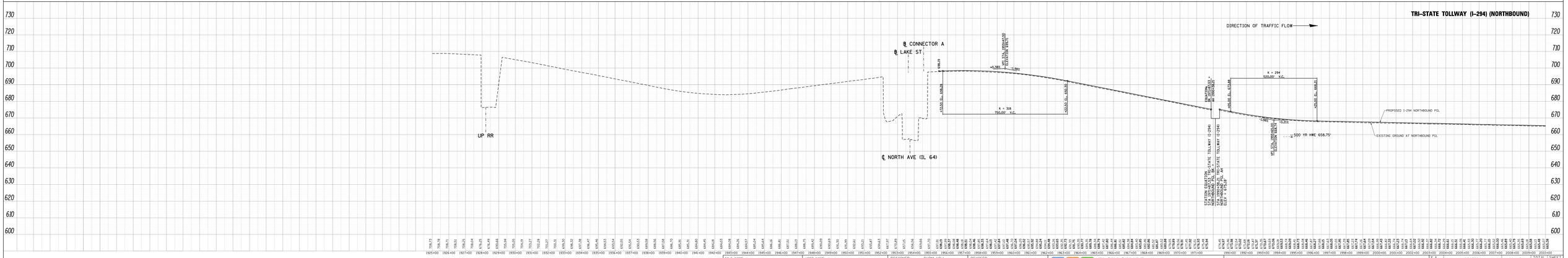
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 7/16/2012
DESIGNED - CH2M HILL
DRAWN - CH2M HILL
CHECKED - CH2M HILL
DATE - 07/16/2012
REVISED -
ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.
Illinois Department of Transportation
CH2MHILL
WEST BYPASS AT IRVING PARK ROAD (IL 19)
SCALE=
SHEET NO. 66 OF 95 SHEETS STA. TO STA.
F.A. RTE.
SECTION
COUNTY
TOTAL SHEETS
SHEET NO.
COOK/DUPAGE
95
66
CONTRACT NO.
ILLINOIS FED. AID PROJECT
SOUTH SECTION





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PLOT DATE = 7/16/2012	CHECKED - CH2M HILL	REVISED -	
	DATE - 07/16/2012	REVISED -	

ELGIN O'HARE WEST BYPASS
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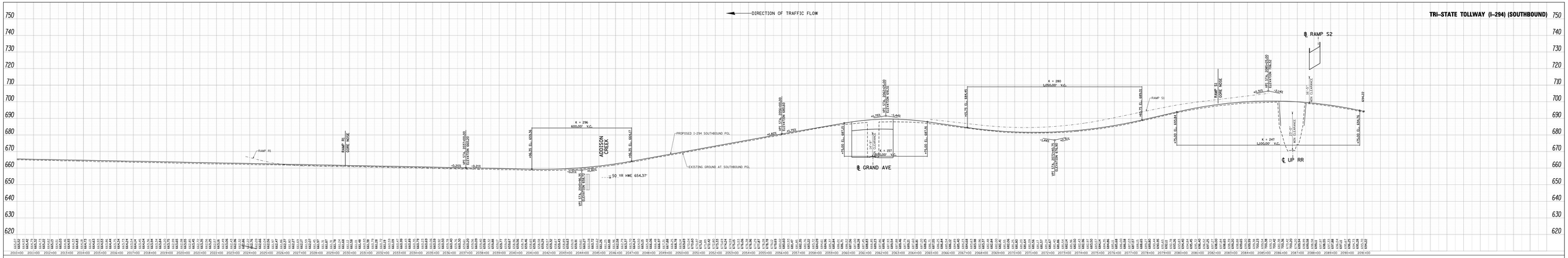
CH2MHILL

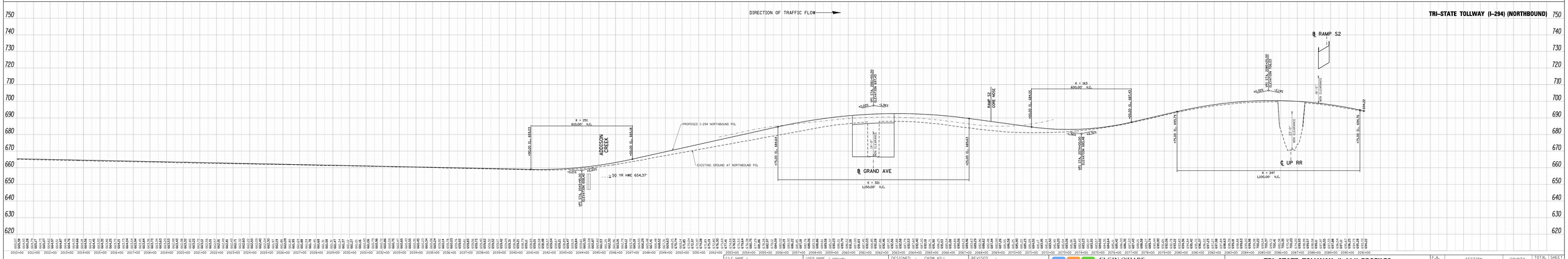
TRI-STATE TOLLWAY (I-294) PROFILES AT LAKE STREET (US20) AND NORTH AVENUE (IL 64)

SCALES | SHEET NO. 67 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
			95 67
		CONTRACT NO.	
		ILLINOIS FED. AID PROJECT	

SOUTH SECTION





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PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
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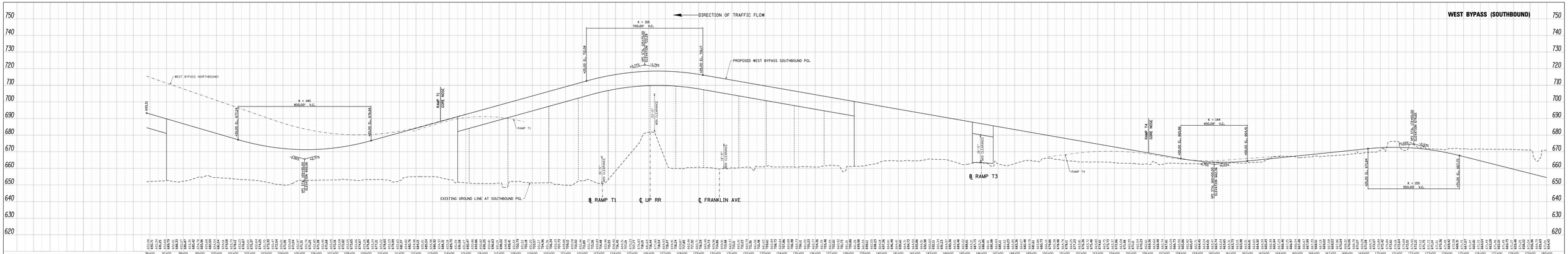
Illinois Department of Transportation
CH2MHILL

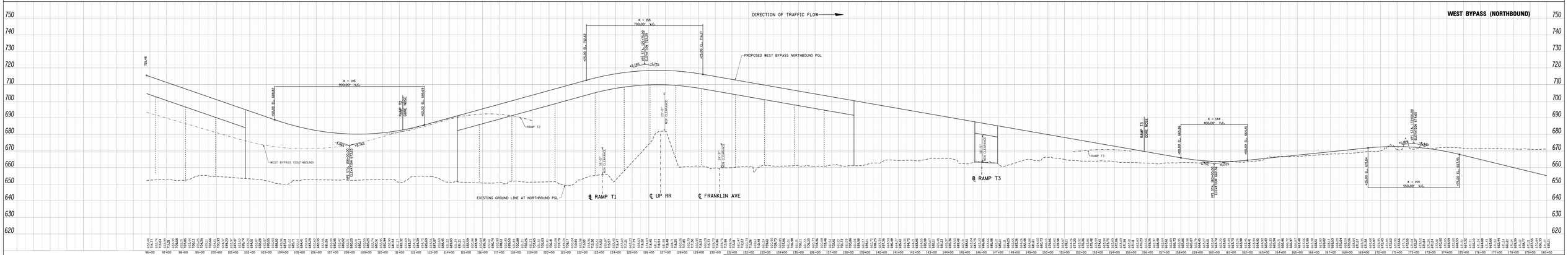
TRI-STATE TOLLWAY (I-294) PROFILES AT WEST BYPASS

SCALES | SHEET NO. 68 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	68
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION





SOUTH SECTION

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	DATE - 07/16/2012	REVISED -	

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Virginia Department of Transportation

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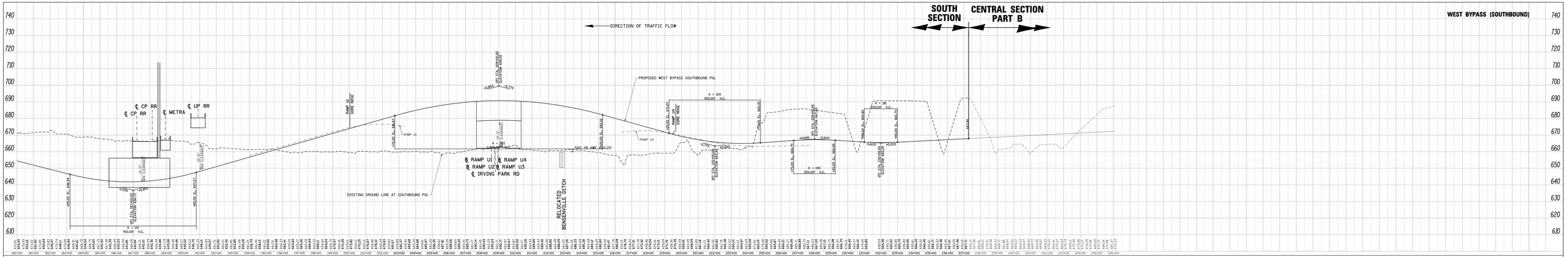
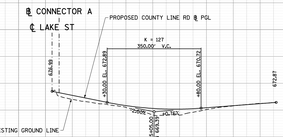
WEST BYPASS PROFILES AT FRANKLIN AVE AND GREEN ST

SCALE: | SHEET NO. 69 OF 95 SHEETS | STA. | TO STA.

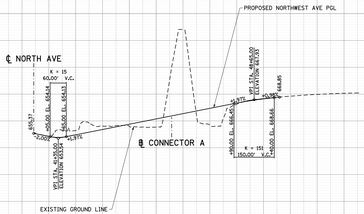
F.A. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
			95 69
		CONTRACT NO.	
		ILLINOIS FED. AID PROJECT	


WEST BYPASS (SOUTHBOUND)
SOUTH SECTION
CENTRAL SECTION PART B
DIRECTION OF TRAFFIC FLOW
PROPOSED WEST BYPASS SOUTHBOUND PGL
EXISTING GROUND LINE AT SOUTHBOUND PGL
℄ CP RR
℄ CP RR
℄ METRA
℄ UP RR
℄ RAMP U1
℄ RAMP U4
℄ RAMP U2
℄ RAMP U3
℄ IRVING PARK RD
RELOCATED BENSENVILLE DITCH
RAMP U1 CORE WIDE
RAMP U2
RAMP U3
RAMP U4
RAMP U5
500 YR HWE 670.22'
K = 141
760.00' V.C.
K = 224
1,200.00' V.C.
K = 159
550.00' V.C.
K = 193
250.00' V.C.
K = 181
200.00' V.C.
VPI STA. 199+00.00
ELEVATION 690.00
VPI STA. 201+60.00
ELEVATION 676.00
VPI STA. 209+00.00
ELEVATION 690.00
VPI STA. 213+60.00
ELEVATION 676.00
VPI STA. 220+00.00
ELEVATION 690.00
VPI STA. 224+60.00
ELEVATION 676.00
VPI STA. 232+00.00
ELEVATION 690.00
VPI STA. 236+60.00
ELEVATION 676.00
+3.85%
-3.77%
+2.44%
+2.85%
+0.69%
-0.60%
+0.60%
-0.60%
+0.50%
17'-0" MIN. CLEARANCE
15'-0" MIN. CLEARANCE
+00.00 EL. 686.76
+60.00 EL. 641.61
+75.00 EL. 641.61
+00.00 EL. 686.76
+00.00 EL. 686.76
+00.00 EL. 686.76

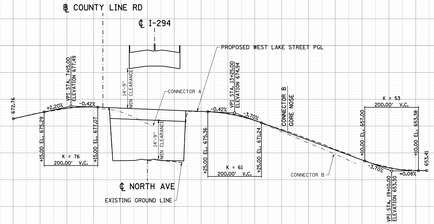
COUNTY LINE ROAD



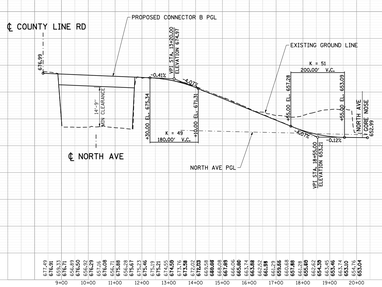
NORTHWEST AVE



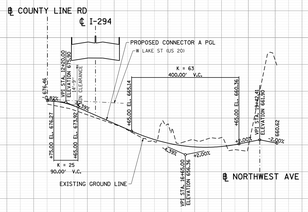
WEST LAKE STREET (US 20)



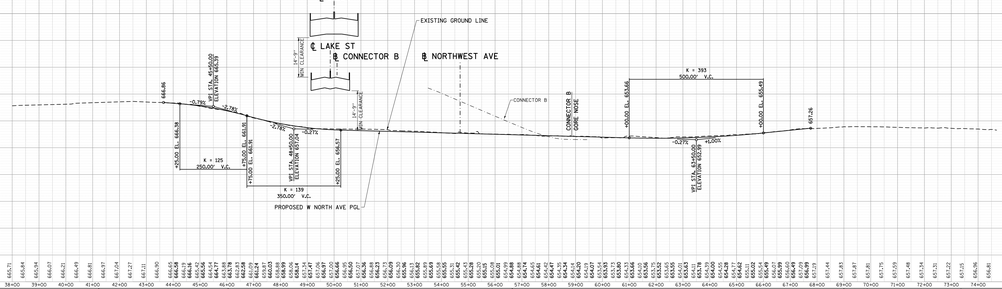
CONNECTOR B



CONNECTOR A



W NORTH AVE (IL 64)



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PLOT DATE = 7/16/2012	DATE	- 07/16/2012	REVISED	-

ELGIN O'HARE WEST BYPASS
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Virginia Department of Transportation

CH2MHILL

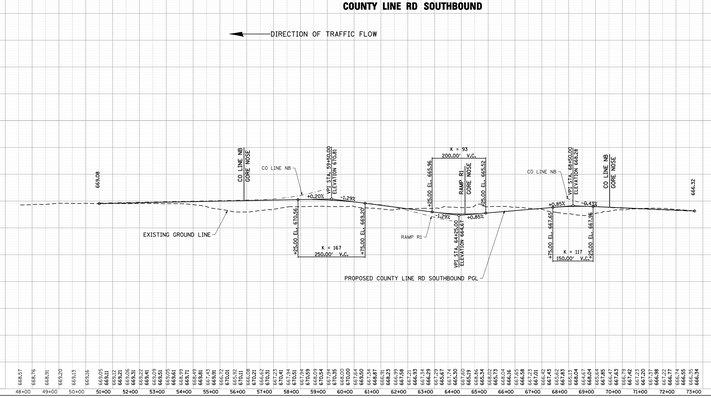
WEST BYPASS
FRONTAGE ROAD AND CROSSROAD PROFILES

SCALES | SHEET NO. 71 OF 95 SHEETS | STA. | TO STA.

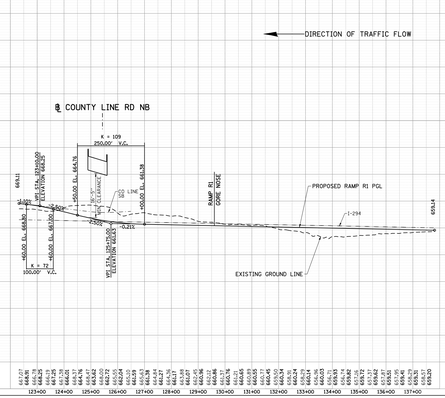
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	71
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION

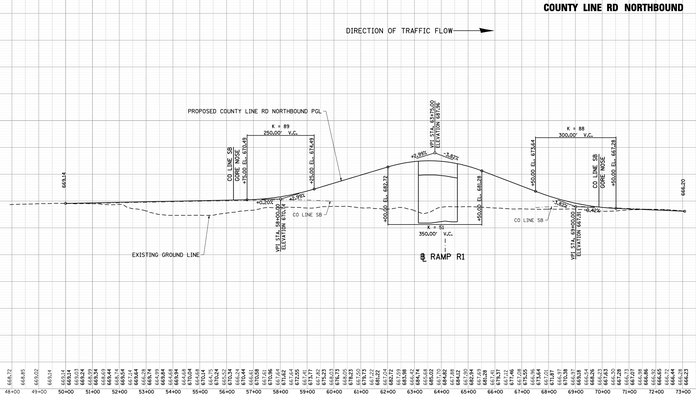
COUNTY LINE RD SOUTHBOUND



RAMP R1



COUNTY LINE RD NORTHBOUND



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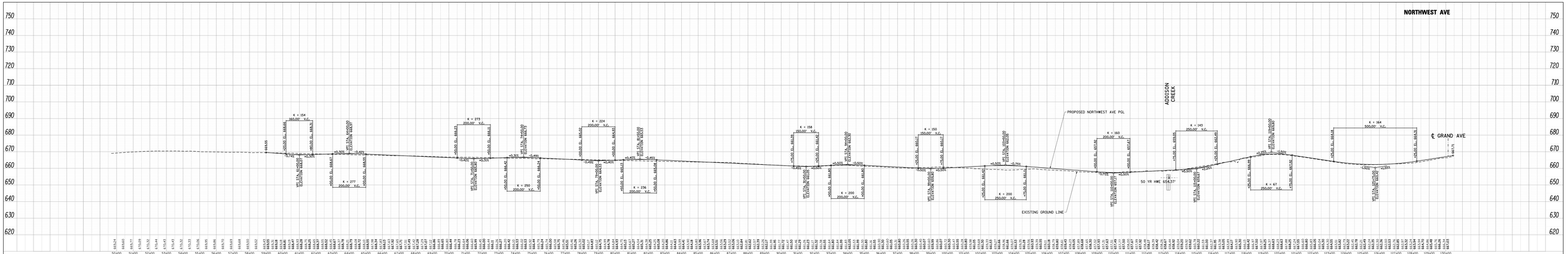
		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		SCALES SHEET NO. 72 OF 95 SHEETS STA. TO STA.
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	72
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION



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PLOT DATE = 7/16/2012		DATE	- 07/16/2012	REVISED	-

ELGIN O'HARE WEST BYPASS
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Virginia Department of Transportation
CH2MHILL

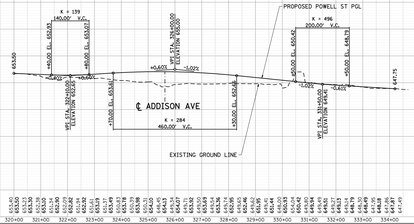
I-294
FRONTAGE ROAD PROFILES

SCALES | SHEET NO. 73 OF 95 SHEETS | STA. | TO STA.

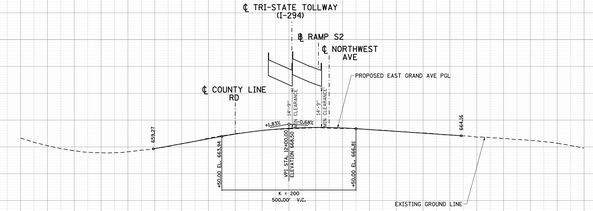
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	73
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

SOUTH SECTION

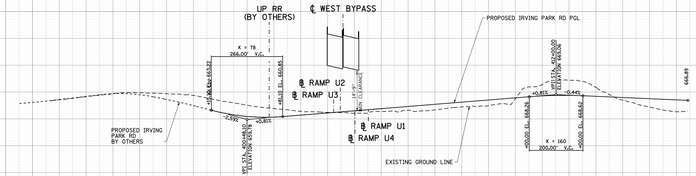
POWELL ST



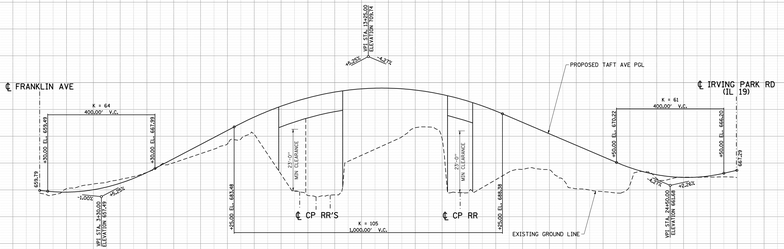
EAST GRAND AVE



IRVING PARK ROAD (IL 19)



TAFT AVENUE



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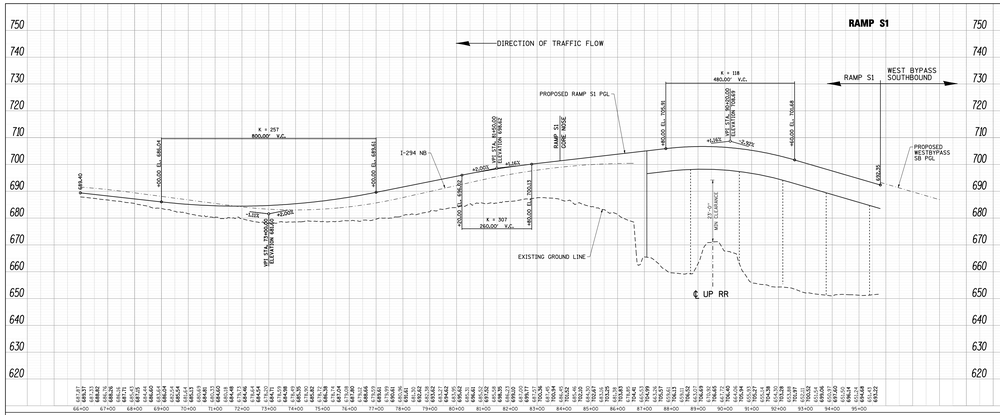
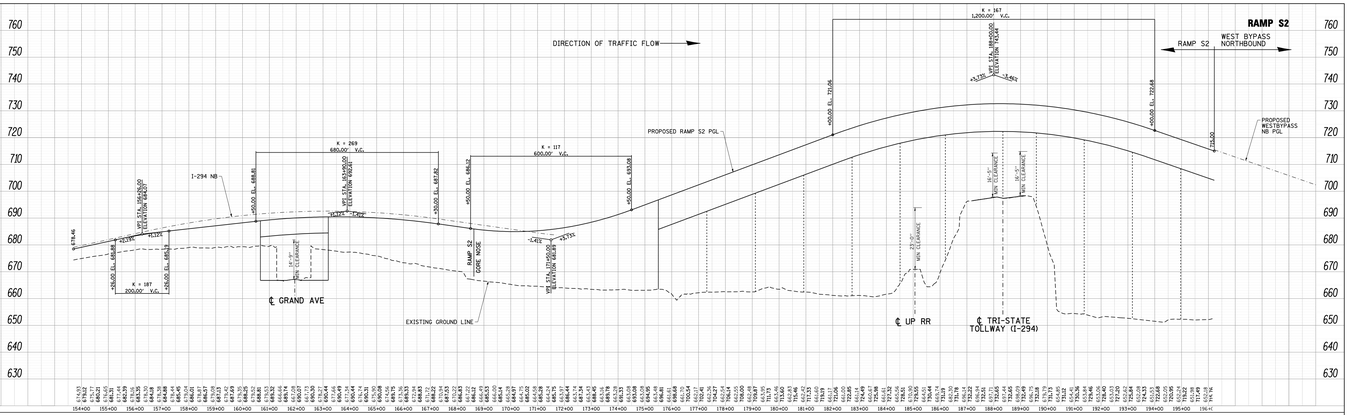
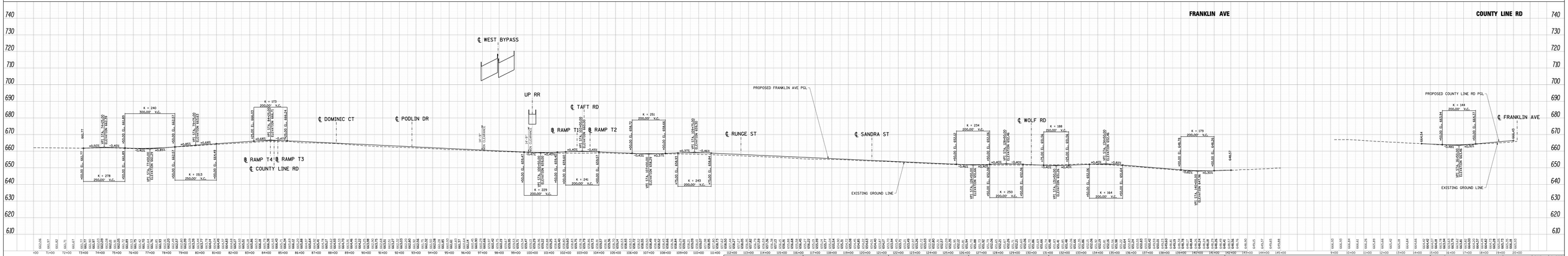
		DRAWN - CH2M HILL	REVISED -	communities. opportunities. solutions.	
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		SCALES SHEET NO. 74 OF 95 SHEETS STA. TO STA.
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	74
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION







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PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

ELGIN O'HARE WEST BYPASS
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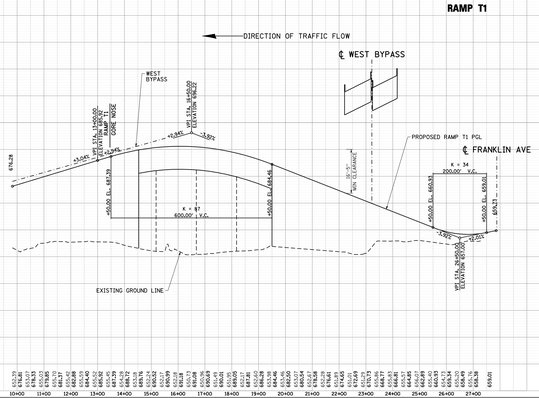
WEST BYPASS SYSTEM RAMP PROFILES AT TRI-STATE TOLLWAY (I-294)

SCALES | SHEET NO. 75 OF 95 SHEETS | STA. | TO STA.

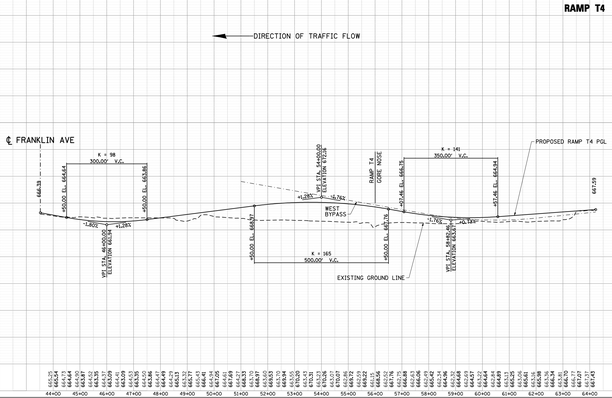
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	75
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION

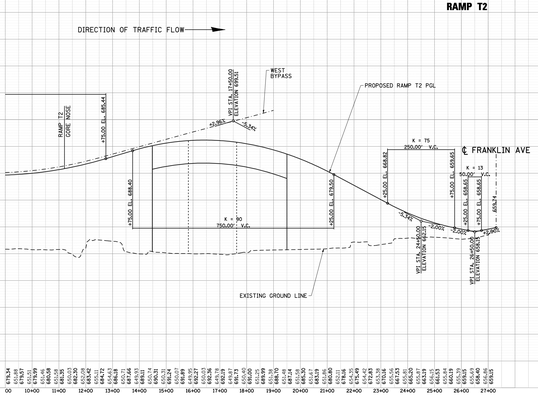
RAMP T1



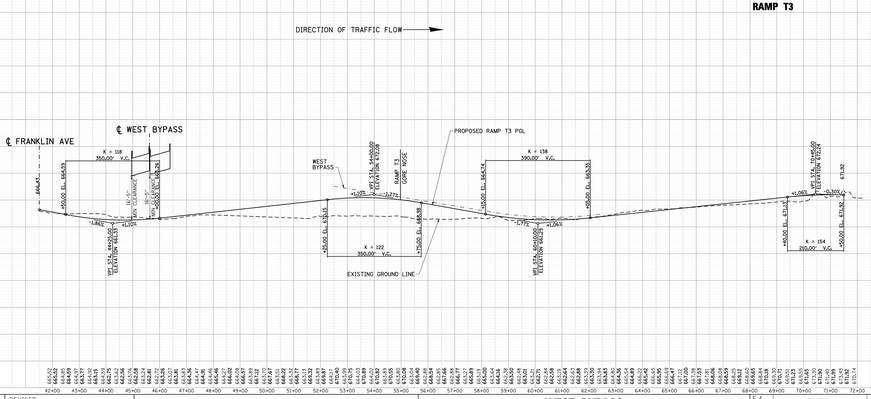
RAMP T4



RAMP T2



RAMP T3



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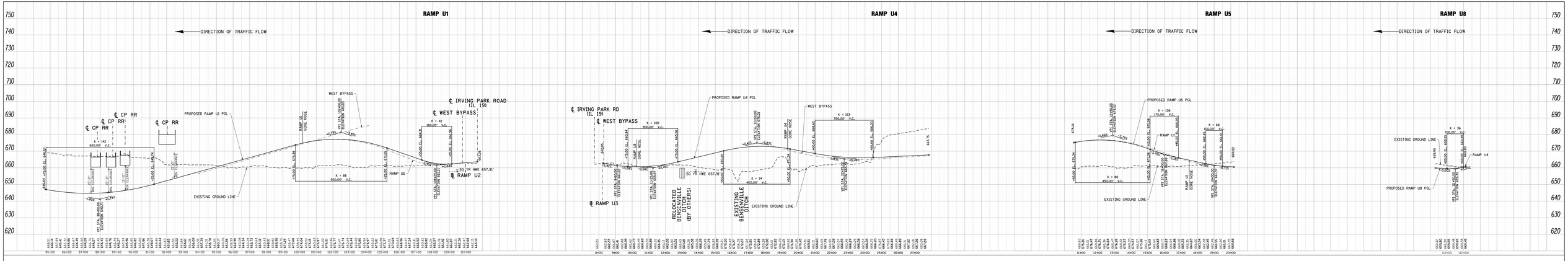
		DRAWN - CH2M HILL	REVISED -		
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -		
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	SCALES	SHEET NO. 76 OF 95 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS NO.	SHEET NO.
			95	76
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

SOUTH SECTION



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USER NAME = gopsiewg	DESIGNED - CH2M HILL	REVISED -	
	DRAWN - CH2M HILL	REVISED -	
PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -	
PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

ELGIN O'HARE WEST BYPASS
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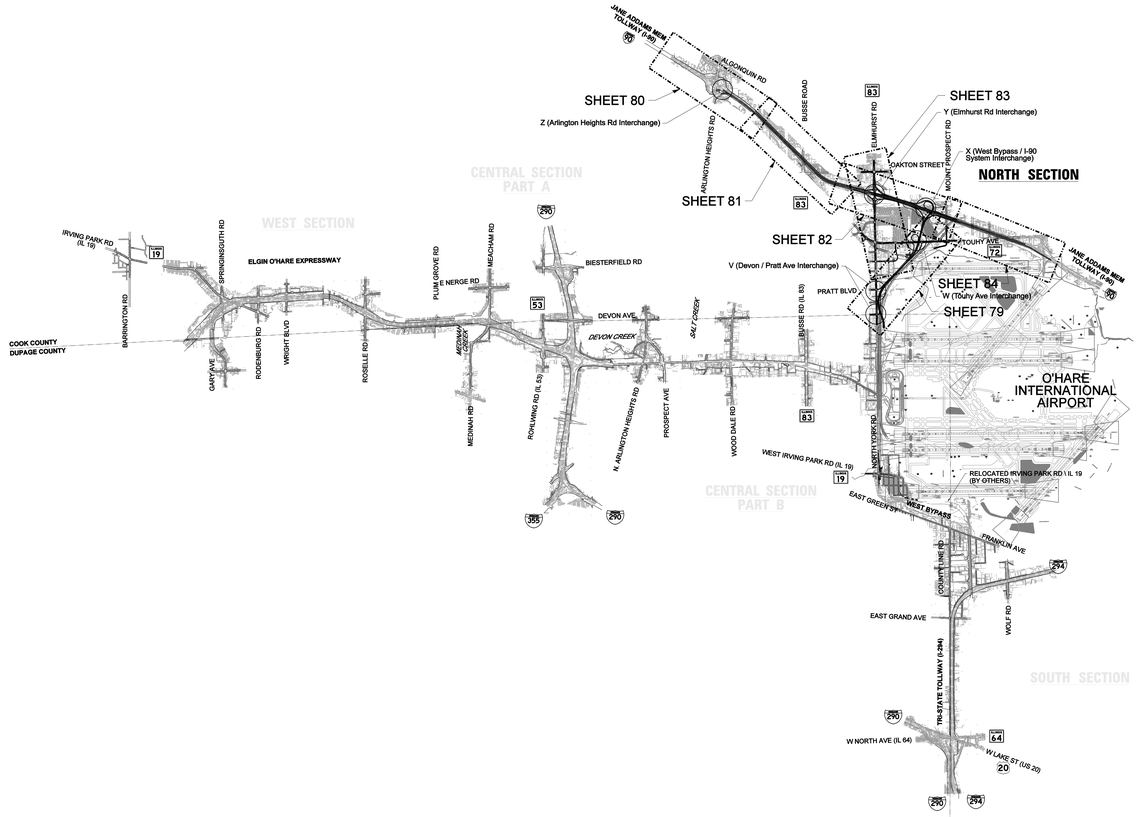
WEST BYPASS EXPRESSWAY
RAMP PROFILES

SCALES | SHEET NO. 77 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	77
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

SOUTH SECTION



N

INDEX OF SHEETS

1	COVER SHEET
2	ROADWAY PLAN SHEET LAYOUT
3 - 11	TYPICAL SECTION SHEETS
	WEST SECTION
12	ROADWAY PLAN SHEET LAYOUT
13-16	ROADWAY PLAN SHEETS
17 - 24	ROADWAY PROFILE SHEETS
	CENTRAL SECTION - PART A
25	ROADWAY PLAN SHEET LAYOUT
26 - 30	ROADWAY PLAN SHEETS
31 - 44	ROADWAY PROFILE SHEETS
	CENTRAL SECTION - PART B
45	ROADWAY PLAN SHEET LAYOUT
46 - 48	ROADWAY PLAN SHEETS
49 - 61	ROADWAY PROFILE SHEETS
	SOUTH SECTION
62	ROADWAY PLAN SHEET LAYOUT
63 - 66	ROADWAY PLAN SHEETS
67 - 77	ROADWAY PROFILE SHEETS
	NORTH SECTION
78	ROADWAY PLAN SHEET LAYOUT
79 - 84	ROADWAY PLAN SHEETS
85 - 95	ROADWAY PROFILE SHEETS

0 4000 8000
SCALE IN FEET

FILE NAME = DIEOVB-05-sht-geoPlan-1000.dgn	USER NAME = gnorvey	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 4000.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

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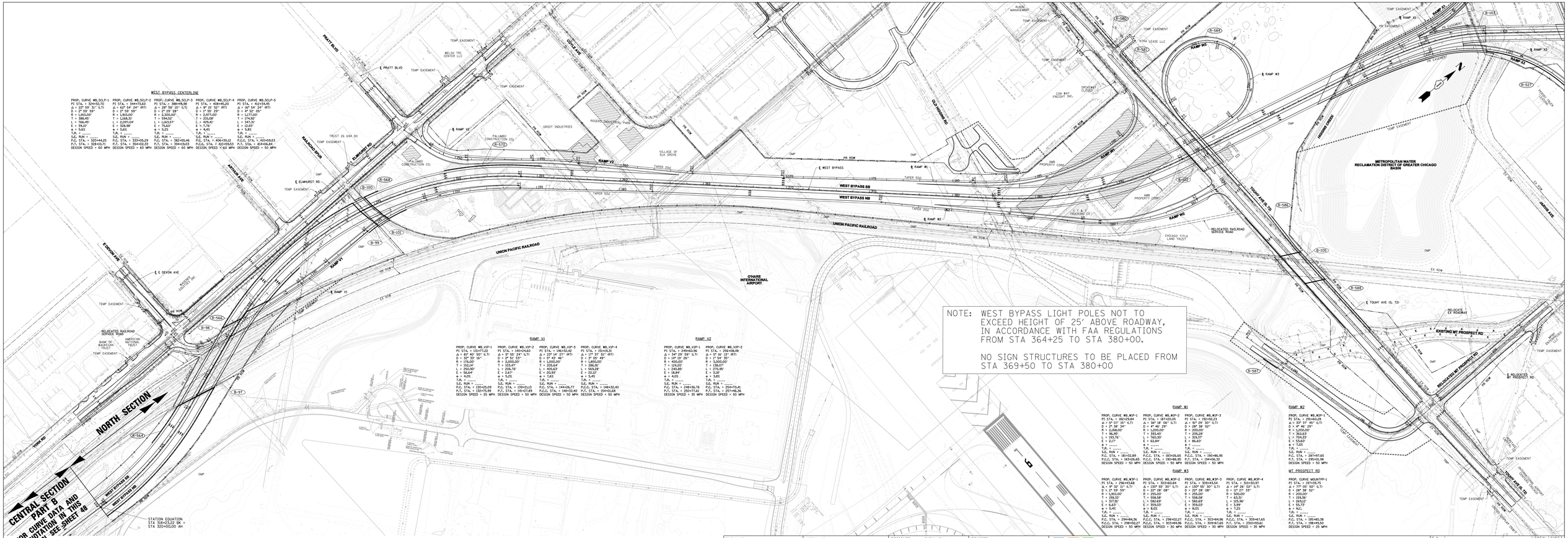
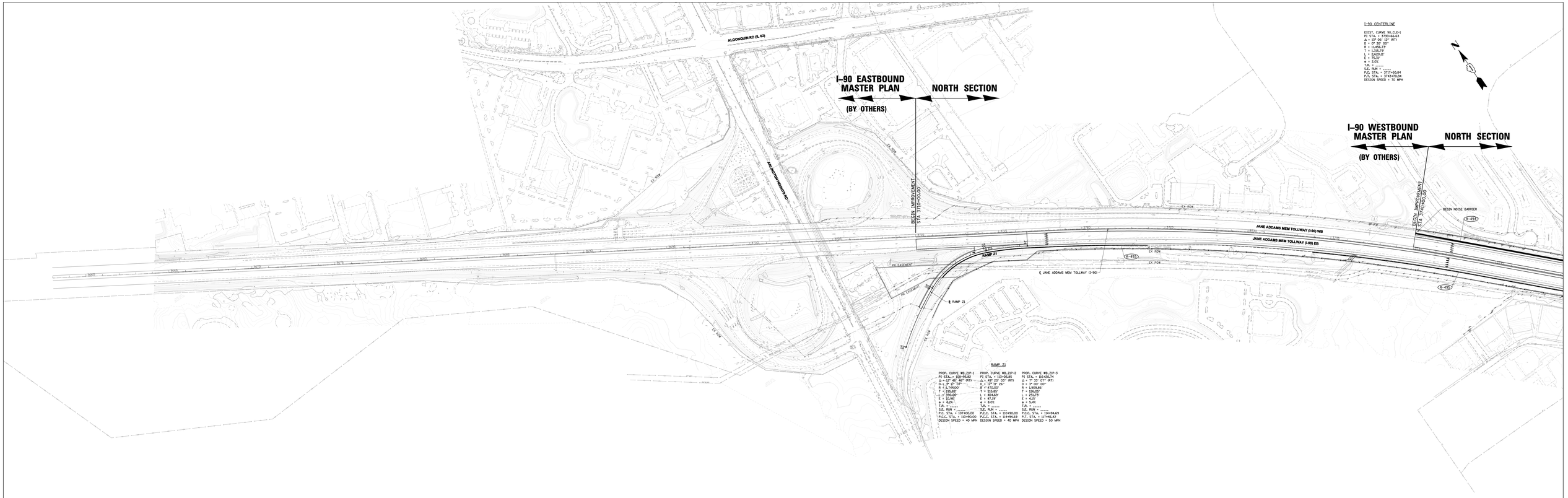
ROADWAY PLAN SHEET LAYOUT
ELGIN O'HARE AND WEST BYPASS

SCALES | SHEET NO. 78 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	78
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

NORTH SECTION


WEST BYPASS CENTERLINE
PROP. CURVE WB,SCLP-1
PI STA. = 324+52.70
Δ = 27° 59' 31" (LT)
D = 2° 59' 59"
R = 1,910.00'
T = 386.40'
L = 766.45'
E = 39.00'
e = 5.6%
T/S = ----
S/C RUN = ----
P.C. STA. = 320+44.25
P.T. STA. = 328+10.71
DESIGN SPEED = 60 MPH
PROP. CURVE WB,SCLP-2
PI STA. = 344+73.60
Δ = 62° 54' 24" (RT)
D = 2° 59' 59"
R = 1,910.00'
T = 1,268.70'
L = 2,097.04'
E = 335.98'
e = 5.6%
T/S = ----
S/C RUN = ----
P.C. STA. = 333+05.29
P.T. STA. = 354+02.33
DESIGN SPEED = 60 MPH
PROP. CURVE WB,SCLP-3
PI STA. = 388+49.58
Δ = 28° 59' 10" (LT)
D = 2° 29' 28"
R = 2,300.00'
T = 594.52'
L = 1,163.57'
E = 75.60'
e = 5.2%
T/S = ----
S/C RUN = ----
P.C. STA. = 382+65.46
P.T. STA. = 394+15.03
DESIGN SPEED = 60 MPH
PROP. CURVE WB,SCLP-4
PI STA. = 408+45.20
Δ = 8° 15' 52" (RT)
D = 1° 59' 29"
R = 2,875.00'
T = 207.00'
L = 414.74'
E = 7.76'
e = 4.4%
T/S = ----
S/C RUN = ----
P.C. STA. = 406+30.12
P.T. STA. = 410+45.53
DESIGN SPEED = 60 MPH
PROP. CURVE WB,SCLP-5
PI STA. = 412+34.45
Δ = 26° 54' 24" (RT)
D = 4° 57' 05"
R = 1,155.00'
T = 174.50'
L = 345.35'
E = 12.93'
e = 5.8%
T/S = ----
S/C RUN = ----
P.C. STA. = 410+59.95
P.T. STA. = 414+06.84
DESIGN SPEED = 50 MPH
RAMP V1
PROP. CURVE WB,VSP-1
PI STA. = 133+97.22
Δ = 81° 40' 50" (LT)
D = 7° 57' 30"
R = 716.80'
T = 152.24'
L = 250.30'
E = 56.64'
e = 4.0%
T/S = ----
S/C RUN = ----
P.C. STA. = 130+25.09
P.T. STA. = 132+75.39
DESIGN SPEED = 25 MPH
PROP. CURVE WB,VSP-2
PI STA. = 140+24.60
Δ = 5° 55' 24" (LT)
D = 1° 43' 53"
R = 3,300.00'
T = 170.45'
L = 340.74'
E = 2.67'
e = 5.2%
T/S = ----
S/C RUN = ----
P.C. STA. = 139+23.13
P.T. STA. = 141+27.89
DESIGN SPEED = 50 MPH
PROP. CURVE WB,VSP-3
PI STA. = 146+52.42
Δ = 23° 59' 27" (RT)
D = 1° 43' 53"
R = 3,300.00'
T = 1,005.64'
E = 20.93'
e = 5.6%
T/S = ----
S/C RUN = ----
P.C. STA. = 144+26.77
P.T. STA. = 149+32.40
DESIGN SPEED = 50 MPH
PROP. CURVE WB,VSP-4
PI STA. = 151+15.31
Δ = 17° 31' 51" (RT)
D = 1° 43' 53"
R = 3,300.00'
T = 508.91'
L = 1,009.28'
E = 23.22'
e = 5.4%
T/S = ----
S/C RUN = ----
P.C. STA. = 146+32.40
P.T. STA. = 154+51.68
DESIGN SPEED = 50 MPH
RAMP V2
PROP. CURVE WB,VSP-1
PI STA. = 249+60.96
Δ = 34° 29' 59" (LT)
D = 7° 57' 30"
R = 400.00'
T = 124.20'
L = 240.80'
E = 18.84'
e = 4.0%
T/S = ----
S/C RUN = ----
P.C. STA. = 248+36.76
P.T. STA. = 250+77.61
DESIGN SPEED = 35 MPH
PROP. CURVE WB,VSP-2
PI STA. = 256+08.48
Δ = 9° 54' 15" (RT)
D = 1° 43' 53"
R = 3,300.00'
T = 138.07'
L = 275.95'
E = 5.18'
e = 5.6%
T/S = ----
S/C RUN = ----
P.C. STA. = 254+70.41
P.T. STA. = 257+46.36
DESIGN SPEED = 50 MPH
RAMP W1
PROP. CURVE WB,WSP-1
PI STA. = 312+29.84
Δ = 3° 58' 35" (LT)
D = 2° 29' 28"
R = 2,268.00'
T = 96.99'
L = 193.76'
E = 2.17'
e = 4.0%
T/S = ----
S/C RUN = ----
P.C. STA. = 311+32.89
P.T. STA. = 313+26.65
DESIGN SPEED = 50 MPH
PROP. CURVE WB,WSP-2
PI STA. = 314+20.01
Δ = 34° 11' 39" (LT)
D = 22° 26' 08"
R = 255.00'
T = 393.40'
L = 760.30'
E = 62.84'
e = 8.0%
T/S = ----
S/C RUN = ----
P.C.C. STA. = 310+26.65
P.C.C. STA. = 317+86.95
DESIGN SPEED = 30 MPH
PROP. CURVE WB,WSP-3
PI STA. = 319+30.23
Δ = 34° 11' 39" (LT)
D = 28° 38' 52"
R = 200.00'
T = 309.28'
L = 596.01'
E = 76.37'
e = 8.0%
T/S = ----
S/C RUN = ----
P.C.C. STA. = 316+86.95
P.T. STA. = 322+82.96
DESIGN SPEED = 30 MPH
RAMP W2
PROP. CURVE WB,WSP-1
PI STA. = 296+65.25
Δ = 4° 46' 25" (RT)
D = 2° 29' 28"
R = 2,300.00'
T = 362.63'
L = 724.33'
E = 53.60'
e = 4.0%
T/S = ----
S/C RUN = ----
P.C. STA. = 293+97.65
P.T. STA. = 297+01.98
DESIGN SPEED = 50 MPH
RAMP W3
PROP. CURVE WB,WSP-1
PI STA. = 276+43.68
Δ = 9° 32' 11" (LT)
D = 1° 59' 59"
R = 1,910.00'
T = 159.32'
L = 317.91'
E = 13.30'
e = 5.4%
T/S = ----
S/C RUN = ----
P.C. STA. = 274+84.36
P.T. STA. = 278+02.27
DESIGN SPEED = 50 MPH
PROP. CURVE WB,WSP-2
PI STA. = 303+43.54
Δ = 130° 55' 30" (LT)
D = 22° 26' 08"
R = 255.00'
T = 558.58'
L = 582.69'
E = 239.07'
e = 8.0%
T/S = ----
S/C RUN = ----
P.C.C. STA. = 298+02.27
P.C.C. STA. = 303+43.54
DESIGN SPEED = 30 MPH
PROP. CURVE WB,WSP-3
PI STA. = 303+43.54
Δ = 130° 55' 30" (LT)
D = 28° 38' 08"
R = 200.00'
T = 438.04'
L = 582.69'
E = 234.57'
e = 8.0%
T/S = ----
S/C RUN = ----
P.C.C. STA. = 303+43.54
P.C.C. STA. = 309+65.65
DESIGN SPEED = 30 MPH
PROP. CURVE WB,WSP-4
PI STA. = 312+51.97
Δ = 14° 26' 02" (LT)
D = 17° 27' 33"
R = 500.00'
T = 63.30'
L = 125.96'
E = 3.98'
e = 5.2%
T/S = ----
S/C RUN = ----
P.C.C. STA. = 309+67.65
P.C.T. STA. = 310+93.61
DESIGN SPEED = 35 MPH
MT PROSPECT RD
PROP. CURVE MOUNTPP-1
PI STA. = 197+76.75
Δ = 77° 05' 50" (LT)
D = 28° 38' 52"
R = 200.00'
T = 155.36'
L = 269.12'
E = 29.52'
e = NC.*
T/S = ----
S/C RUN = ----
P.C. STA. = 195+80.38
P.T. STA. = 198+49.50
DESIGN SPEED = 25 MPH
NOTE: WEST BYPASS LIGHT POLES NOT TO EXCEED HEIGHT OF 25' ABOVE ROADWAY, IN ACCORDANCE WITH FAA REGULATIONS FROM STA 364+25 TO STA 380+00.
NO SIGN STRUCTURES TO BE PLACED FROM STA 369+50 TO STA 380+00
CENTRAL SECTION PART B
FOR CURVE DATA AND ANNOTATION IN THIS SECTION SEE SHEET 48
NORTH SECTION
STATION EQUATION
STA. 359+25.20 BK. =
STA. 320+00.00 AH
LEGEND
B-1 BRIDGE DESIGNATION
R-101 RETAINING WALL DESIGNATION
TRAFFIC FLOW ARROWS
EXISTING RIGHT-OF-WAY
PROPOSED RIGHT-OF-WAY
PROPOSED EASEMENT
TEMPORARY EASEMENT
PROPOSED PIER LOCATION
ACCESS CONTROL
BUILDING DISPLACEMENT
ROADWAY REMOVAL
0 200 400
SCALE IN FEET
PRATT BLVD
ELMHURST RD
ARLINGTON AVE
E DEVON AVE
TOUHY AVE
RAILROAD SPUR
OLD RAILROAD RD
UNION PACIFIC RAILROAD
O'HARE INTERNATIONAL AIRPORT
WEST BYPASS SB
WEST BYPASS NB
RAMP V1
RAMP V2
RAMP W1
RAMP W2
RAMP W3
RAMP W0
RAMP X1
RAMP X2
RAMP X3
RAMP X4
RAMP X5
RAMP X6
RAMP X7
RAMP X8
RAMP X9
RAMP X10
RAMP X11
RAMP X12
RAMP X13
RAMP X14
RAMP X15
RAMP X16
RAMP X17
RAMP X18
RAMP X19
RAMP X20
RAMP



LEGEND

B-1 BRIDGE DESIGNATION

R-101 RETAINING WALL DESIGNATION

TRAFFIC FLOW ARROWS

EXISTING RIGHT-OF-WAY

PROPOSED RIGHT-OF-WAY

PROPOSED EASEMENT

TEMPORARY EASEMENT

PROPOSED PIER LOCATION

ACCESS CONTROL

BUILDING DISPLACEMENT

X X ROADWAY REMOVAL

0 200 400
SCALE IN FEET

FILE NAME = DIEGW@-I95-sht-geoPlan-1218.dgn	USER NAME = gapsway	DESIGNED - CH2M HILL	REVISED -	
		DRAWN - CH2M HILL	REVISED -	
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -	
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

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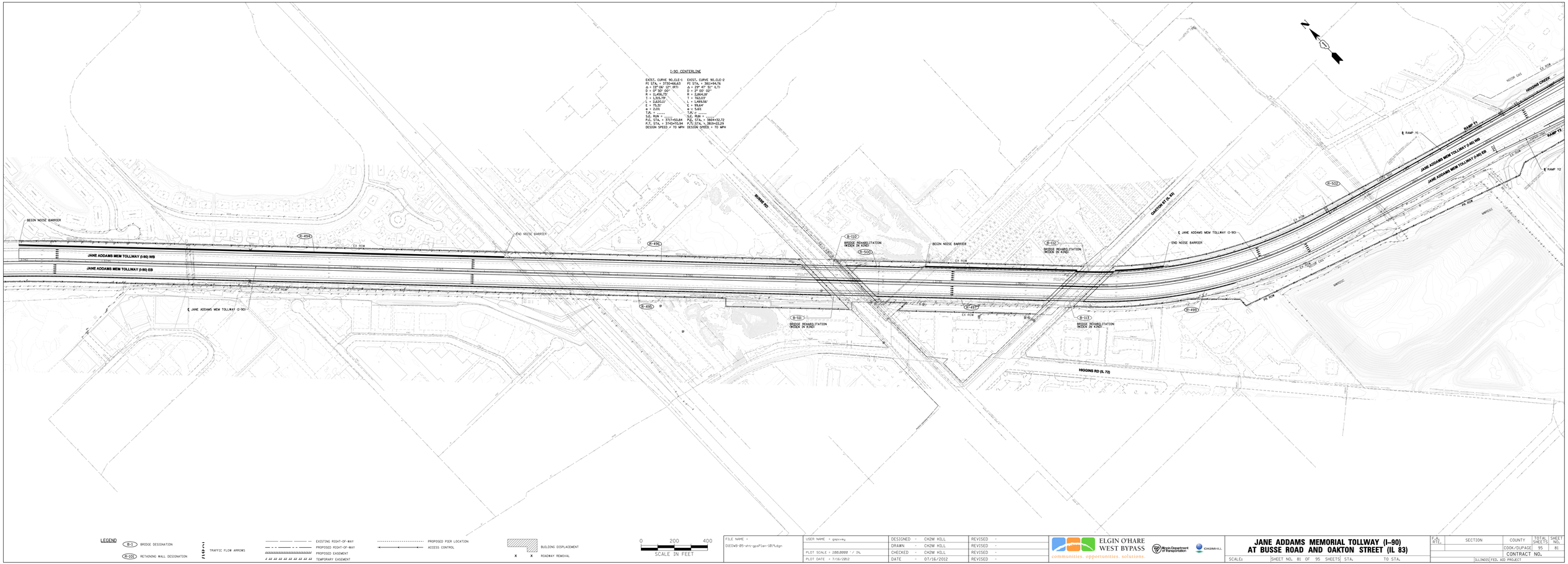
JANE ADDAMS MEMORIAL TOLLWAY (I-90) AT ARLINGTON HEIGHTS ROAD

SCALES | SHEET NO. 80 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	80
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

NORTH SECTION



FILE NAME = D:\EOWB-I90-sht-geoPlan-101%dgn

USER NAME = gopsiway	DESIGNED - CH2M HILL	REVISED -	
	DRAWN - CH2M HILL	REVISED -	
PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -	
PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

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Illinois Department of Transportation
CH2MHILL

JANE ADDAMS MEMORIAL TOLLWAY (I-90) AT BUSSE ROAD AND OAKTON STREET (IL 83)

SCALE= | SHEET NO. 81 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	81
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

NORTH SECTION

RAMP Y1

	PROP. CURVE WB_Y1P-1	PROP. CURVE WB_Y1P-2
PI STA.	132+40.60	144+17.04
Δ	0° 51′ 58″ (LT)	20° 02′ 01″ (LT)
D	0° 49′ 07″	6° 44′ 26″
R	7,000.00′	850.00′
T	52.91′	150.14′
L	105.82′	297.21′
E	0.20′	13.16′
e	2.0%	8.0%
T.R.	_____	_____
S.E. RUN	_____	_____
P.C. STA.	131+87.69	142+66.91
P.T. STA.	132+93.51	145+64.11
DESIGN SPEED	50 MPH	50 MPH

RAMP Y4

	PROP. CURVE WB_Y4P-1	PROP. CURVE WB_Y4P-2	PROP. CURVE WB_Y4P-3
PI STA.	451+25.41	455+60.27	463+84.30
Δ	38° 02′ 17″ (RT)	22° 33′ 30″ (LT)	0° 43′ 42″ (RT)
D	28° 05′ 10″	6° 44′ 26″	0° 19′ 51″
R	204.00′	850.00′	17,317.09′
T	70.32′	169.53′	110.06′
L	135.43′	334.66′	220.12′
E	11.78′	16.74′	0.35′
e	4.0%	8.0%	N.C.
T.R.	_____	_____	_____
S.E. RUN	_____	_____	_____
P.C. STA.	450+55.09	453+90.75	462+74.24
P.T. STA.	451+90.52	457+25.41	464+94.36
DESIGN SPEED	25 MPH	50 MPH	50 MPH

RAMP X6

	PROP. CURVE WB_X6P-1	PROP. CURVE WB_X6P-2
PI STA.	680+42.08	687+92.46
Δ	3° 02′ 49″ (RT)	2° 18′ 09″ (LT)
D	1° 54′ 35″	0° 49′ 07″
R	3,000.00′	7,000.00′
T	79.78′	140.67′
L	159.53′	281.30′
E	1.06′	1.41′
e	4.4%	2.4%
T.R.	_____	_____
S.E. RUN	_____	_____
P.C. STA.	679+62.29	686+51.80
P.T. STA.	681+21.82	689+33.09
DESIGN SPEED	60 MPH	60 MPH

I-90 CENTERLINE

	EXIST. CURVE 90_CLE-2	EXIST. CURVE 90_CLE-3
PI STA.	3811+94.76	3869+46.14
Δ	29° 47′ 51″ (LT)	4° 28′ 24″ (RT)
D	2° 00′ 02″	0° 20′ 00″
R	2,864.18′	17,185.09′
T	762.03′	671.20′
L	1,489.56′	1,341.71′
E	99.64′	13.10′
e	5.6%	N.C.
T.R.	_____	_____
S.E. RUN	_____	_____
P.C. STA.	3804+32.72	3862+74.94
P.T. STA.	3819+22.29	3876+16.65
DESIGN SPEED	70 MPH	70 MPH

RAMP X1

	PROP. CURVE WB_X1P-1	PROP. CURVE WB_X1P-2	PROP. CURVE WB_X1P-3
PI STA.	153+53.31	168+17.20	174+78.55
Δ	1° 54′ 33″ (LT)	3° 38′ 03″ (RT)	2° 44′ 55″ (RT)
D	0° 34′ 23″	0° 20′ 08″	1° 08′ 45″
R	10,000.00′	17,077.09′	5,000.00′
T	166.62′	541.75′	119.96′
L	333.21′	1,083.15′	239.87′
E	1.39′	8.59′	1.44′
e	2.0%	N.C.	3.0%
T.R.	_____	_____	_____
S.E. RUN	_____	_____	_____
P.C. STA. / P.C.C. STA.	P.C. 151+86.69	P.C. 162+75.44	P.C.C. 173+58.59
P.T. STA. / P.C.C. STA.	P.T. 155+19.90	P.C.C. 173+58.59	P.T. 175+98.46
DESIGN SPEED	60 MPH	60 MPH	60 MPH

	PROP. CURVE WB_X1P-4	PROP. CURVE WB_X1P-5	PROP. CURVE WB_X1P-6
PI STA.	182+60.90	189+91.64	195+50.10
Δ	7° 08′ 11″ (RT)	71° 00′ 17″ (RT)	4° 15′ 15″ (RT)
D	2° 51′ 53″	6° 44′ 26″	1° 54′ 35″
R	2,000.00′	850.00′	3,000.00′
T	124.71′	606.35′	111.43′
L	249.10′	1,053.38′	222.75′
E	3.88′	194.11′	2.07′
e	4.4%	6.0%	3.4%
T.R.	_____	_____	_____
S.E. RUN	_____	_____	_____
P.C. STA. / P.C.C. STA.	P.C. 181+36.19	P.C.C. 183+85.29	P.C.C. 194+38.67
P.C.C. STA. / P.T. STA.	P.C.C. 183+85.29	P.C.C. 194+38.67	P.T. 196+61.42
DESIGN SPEED	50 MPH	50 MPH	50 MPH

RAMP X4

	PROP. CURVE WB_X4P-1	PROP. CURVE WB_X4P-2	PROP. CURVE WB_X4P-3	PROP. CURVE WB_X4P-4	PROP. CURVE WB_X4P-5
PI STA.	454+94.85	466+87.90	478+27.71	482+69.77	490+10.38
Δ	1° 08′ 45″ (RT)	2° 44′ 02″ (RT)	10° 55′ 03″ (LT)	29° 03′ 51″ (LT)	42° 24′ 00″ (RT)
D	0° 34′ 23″	0° 19′ 53″	2° 58′ 35″	5° 43′ 46″	11° 11′ 26″
R	10,000.00′	17,293.09′	1,925.00′	1,000.00′	512.00′
T	99.99′	412.64′	183.96′	259.22′	198.59′
L	199.97′	825.13′	366.80′	507.27′	378.89′
E	0.50′	4.92′	8.77′	33.05′	37.17′
e	2.0%	N.C.	4.6%	6.0%	5.6%
T.R.	_____	_____	_____	_____	_____
S.E. RUN	_____	_____	_____	_____	_____
P.C. STA. / P.C.C. STA.	P.C. 453+94.86	P.C. 462+75.25	P.C. 476+43.75	P.C.C. 480+10.55	P.C. 488+11.79
P.T. STA. / P.C.C. STA.	P.T. 455+94.83	P.T. 471+00.38	P.C.C. 480+10.55	P.T. 485+17.82	P.T. 491+90.68
DESIGN SPEED	60 MPH	60 MPH	50 MPH	50 MPH	35 MPH

RAMP X3

	PROP. CURVE WB_X3P-1	PROP. CURVE WB_X3P-2	PROP. CURVE WB_X3P-3
PI STA.	341+67.93	337+68.75	344+57.49
Δ	155° 57′ 30″ (LT)	25° 42′ 56″ (LT)	2° 08′ 27″ (RT)
D	22° 02′ 13″	11° 27′ 33″	0° 57′ 18″
R	260.00′	500.00′	6,000.00′
T	1,221.02′	114.13′	112.11′
L	707.72′	224.41′	224.20′
E	988.40′	12.86′	1.05′
e	6.0%	6.0%	2.6%
T.R.	_____	_____	_____
S.E. RUN	_____	_____	_____
P.C. STA. / P.C.C. STA.	P.C. 329+46.91	P.C.C. 336+54.63	P.C. 343+45.38
P.C.C. STA. / P.T. STA.	P.C.C. 336+54.63	P.T. 338+79.04	P.T. 345+69.57
DESIGN SPEED	30 MPH	40 MPH	60 MPH

RAMP X2

	PROP. CURVE WB_X2P-1	PROP. CURVE WB_X2P-2
PI STA.	208+42.19	218+22.70
Δ	8° 15′ 15″ (RT)	84° 23′ 10″ (RT)
D	1° 57′ 44″	6° 44′ 26″
R	2,920.00′	850.00′
T	210.69′	770.55′
L	420.66′	1,251.89′
E	7.59′	297.27′
e	3.6%	6.0%
T.R.	_____	_____
S.E. RUN	_____	_____
P.C. STA. / P.C.C. STA.	P.C. 206+31.50	P.C.C. 210+52.16
P.C.C. STA. / P.T. STA.	P.C.C. 210+52.16	P.T. 223+04.05
DESIGN SPEED	50 MPH	50 MPH

RAMP X5

	PROP. CURVE WB_X5P-1	PROP. CURVE WB_X5P-2
PI STA.	574+91.18	585+15.71
Δ	0° 50′ 21″ (RT)	1° 08′ 45″ (LT)
D	0° 20′ 07″	0° 34′ 23″
R	17,085.09′	10,000.00′
T	125.13′	99.99′
L	250.25′	199.97′
E	0.46′	0.50′
e	N.C.	2.0%
T.R.	_____	_____
S.E. RUN	_____	_____
P.C. STA.	573+66.05	584+15.72
P.T. STA.	576+16.31	586+15.69
DESIGN SPEED	60 MPH	60 MPH

WEST BYPASS CENTERLINE

	PROP. CURVE WB_5CLP-6
PI STA.	427+18.08
Δ	108° 47′ 50″ (LT)
D	11° 51′ 45″
R	483.00′
T	674.61′
L	917.15′
E	346.69′
e	5.8%
T.R.	_____
S.E. RUN	_____
P.C. STA.	420+43.46
P.T. STA.	429+60.62
DESIGN SPEED	35 MPH

RAMP Y2

	PROP. CURVE WB_Y2P-1	PROP. CURVE WB_Y2P-2
PI STA.	243+58.59	249+33.81
Δ	20° 55′ 57″ (RT)	24° 35′ 17″ (LT)
D	6° 21′ 58″	28° 05′ 10″
R	900.00′	204.00′
T	166.26′	44.46′
L	328.81′	87.54′
E	15.23′	4.79′
e	8.0%	4.0%
T.R.	_____	_____
S.E. RUN	_____	_____
P.C. STA.	241+92.33	248+89.35
P.T. STA.	245+21.14	249+76.90
DESIGN SPEED	50 MPH	25 MPH

RAMP Y3

	PROP. CURVE WB_Y3P-1
PI STA.	359+86.41
Δ	17° 22′ 58″ (RT)
D	2° 58′ 35″
R	1,925.00′
T	294.27′
L	584.02′
E	22.36′
e	4.6%
T.R.	_____
S.E. RUN	_____
P.C. STA.	356+92.14
P.T. STA.	362+76.16
DESIGN SPEED	50 MPH

LEGEND

- (B-1) BRIDGE DESIGNATION
- (R-101) RETAINING WALL DESIGNATION
- TRAFFIC FLOW ARROWS
- EXISTING RIGHT-OF-WAY
- PROPOSED RIGHT-OF-WAY
- PROPOSED EASEMENT
- TEMPORARY EASEMENT
- PROPOSED PIER LOCATION
- ACCESS CONTROL
- BUILDING DISPLACEMENT
- X X ROADWAY REMOVAL

0 200 400
SCALE IN FEET

FILE NAME = D1EOWB-05-sht-gpsPlan-1020.dgn	USER NAME = gspivey	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ′ / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
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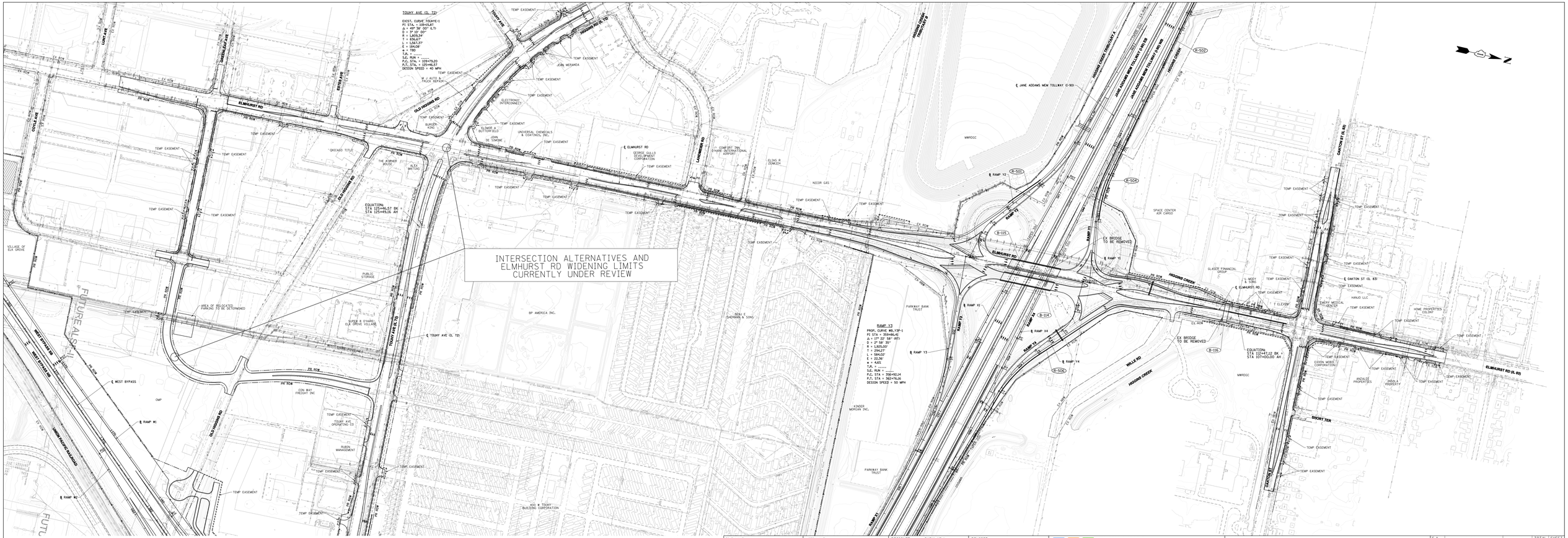
Illinois Department of Transportation
CH2MHILL

JANE ADDAMS MEMORIAL TOLLWAY (I–90) AT ELMHURST ROAD AND WEST BYPASS

SCALE: SHEET NO. 82 OF 95 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	82
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

NORTH SECTION



FILE NAME = D:\EOWB-095-sht-geoPlan-1021.dgn	USER NAME = gapsway	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

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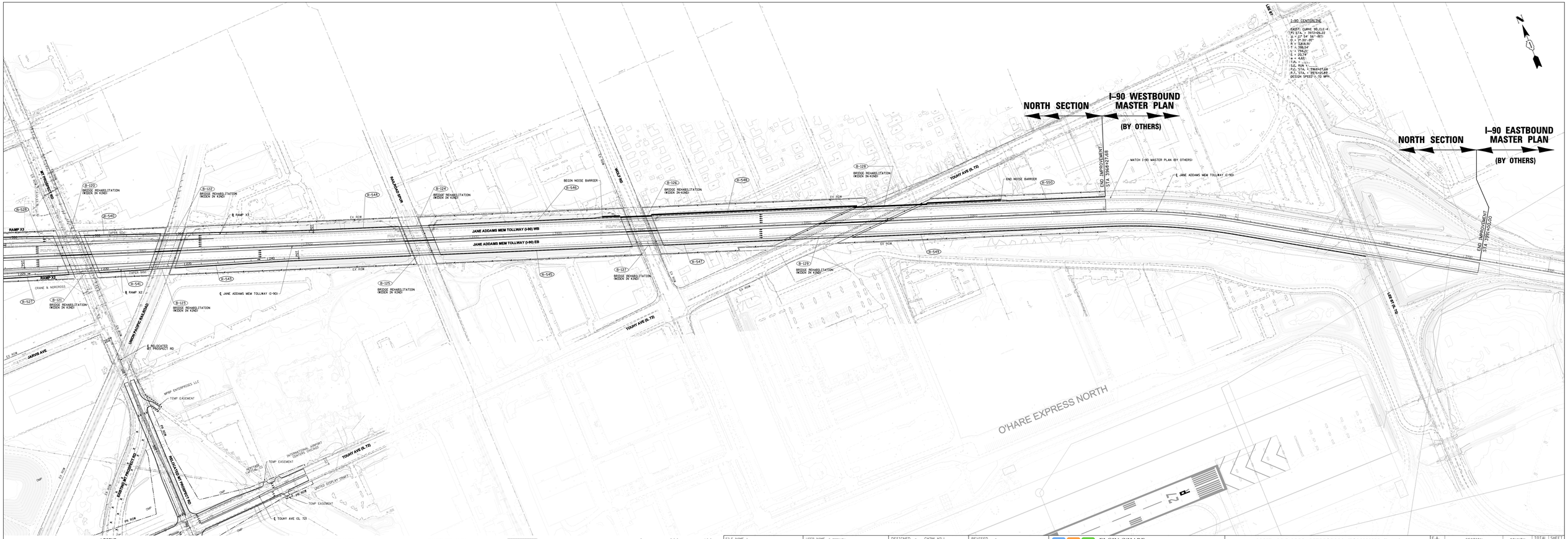
ELMHURST ROAD AT JANE ADDAMS MEMORIAL TOLLWAY (I-90)

SCALE= | SHEET NO. 83 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	83
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

NORTH SECTION



FILE NAME = DIEOWB-I95-sht-geoPlan-1802.dgn
USER NAME = gnguyen
PLOT SCALE = 200.0000 ' / IN.
PLOT DATE = 7/16/2012

DESIGNED	- CH2M HILL	REVISED -
DRAWN	- CH2M HILL	REVISED -
CHECKED	- CH2M HILL	REVISED -
DATE	- 07/16/2012	REVISED -

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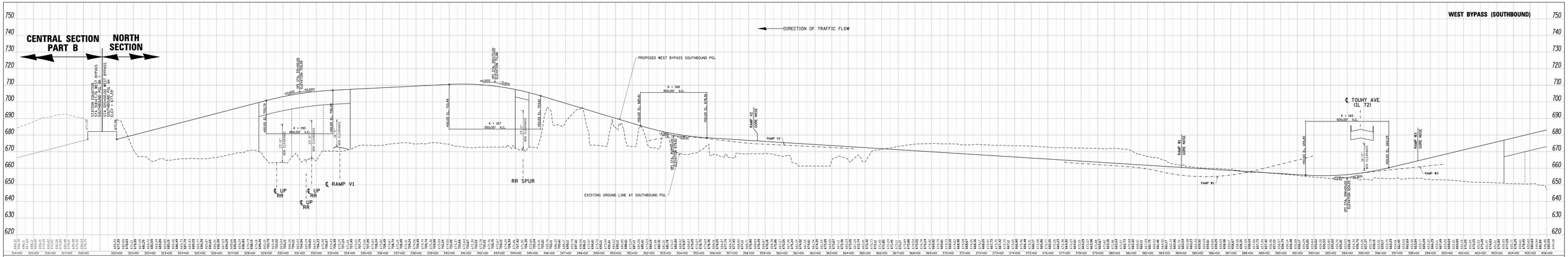
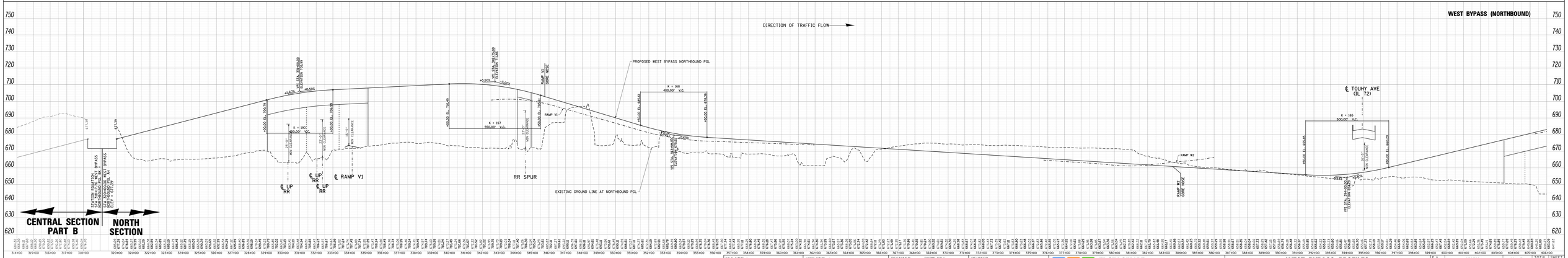
JANE ADDAMS MEMORIAL TOLLWAY (I-90)
MOUNT PROSPECT ROAD TO LEE STREET (IL 72)

SCALE: | SHEET NO. 84 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK/DUPAGE	95	84
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

NORTH SECTION





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USER NAME = gopinwy	DESIGNED - CH2M HILL	REVISED -	
	DRAWN - CH2M HILL	REVISED -	
PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -	
PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

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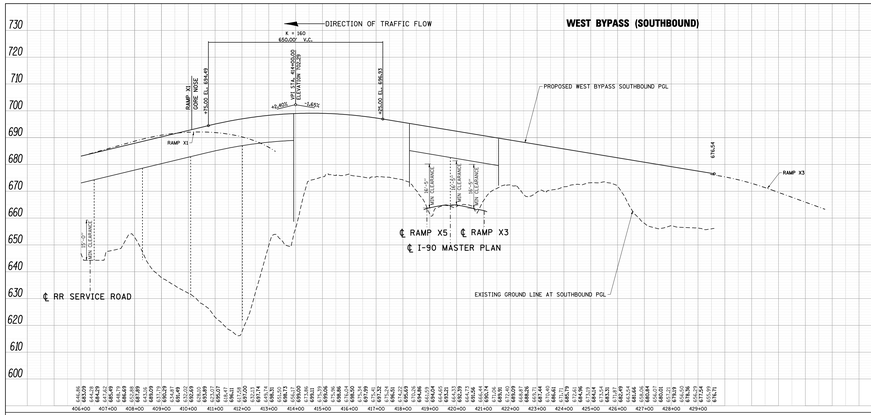
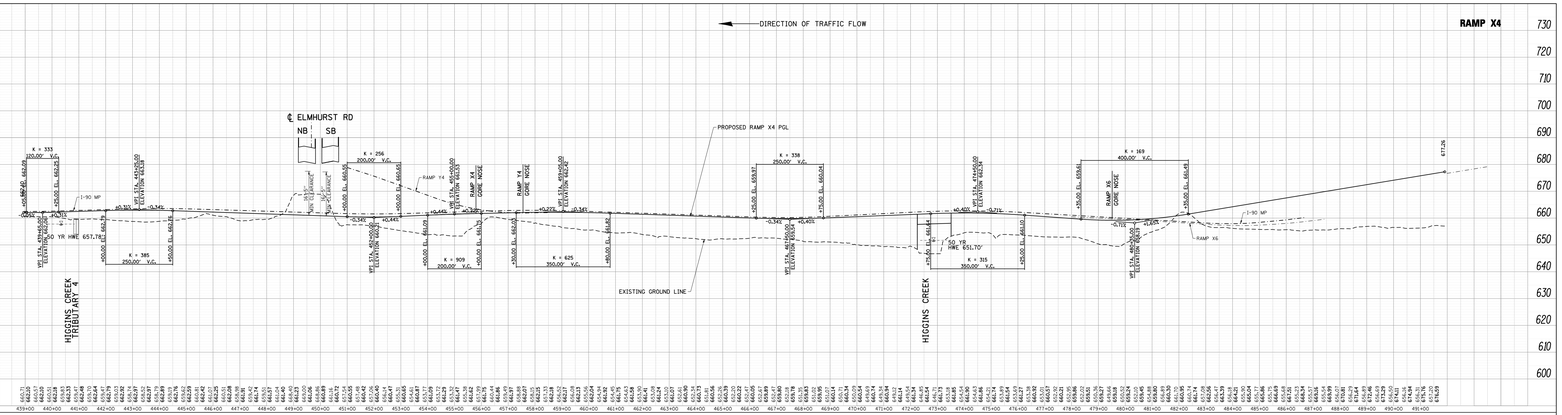
WEST BYPASS PROFILES
DEVON AVENUE TO HIGGINS CREEK

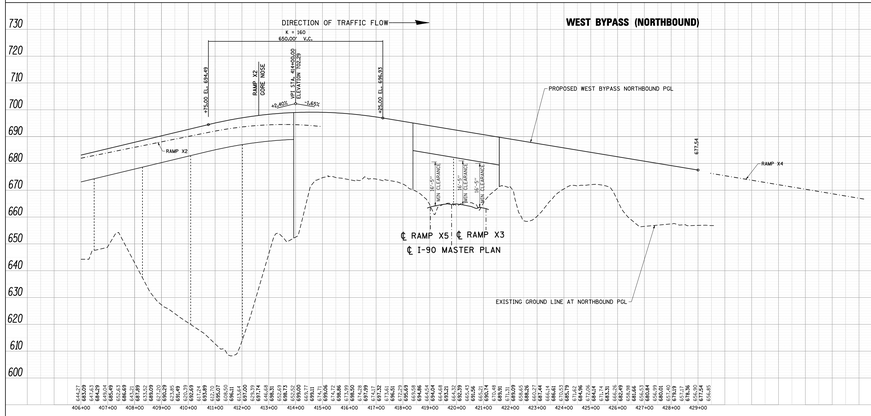
SCALES | SHEET NO. 85 OF 95 SHEETS | STA. 716+00 TO STA. 783+00

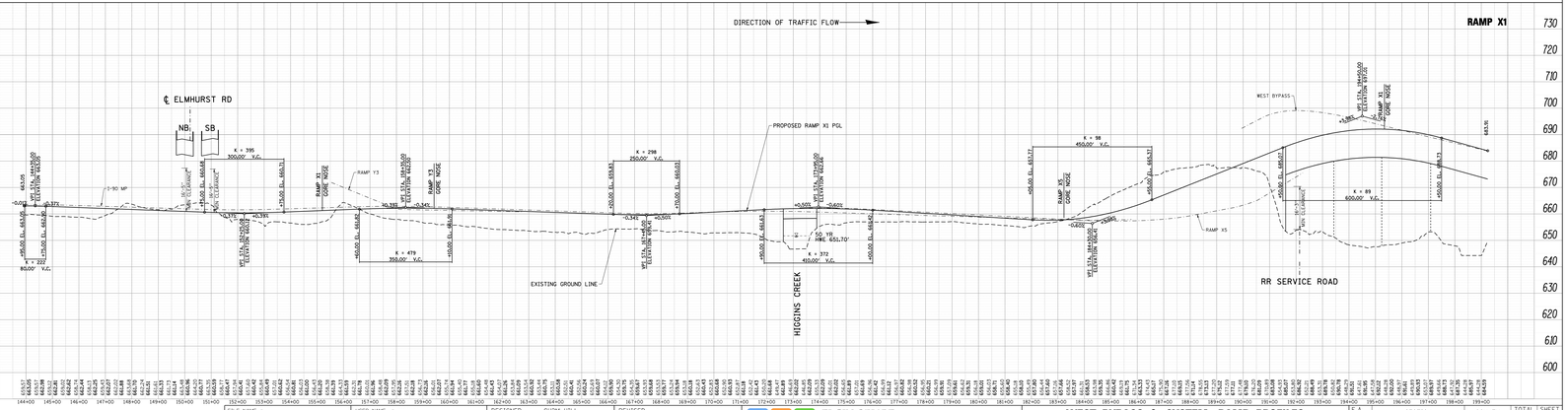
F.A. RTE.	SECTION	COUNTY	TOTAL SHEET NO.
			95
		CONTRACT NO.	
		ILLINOIS FED. AID PROJECT	

NORTH SECTION









NORTH SECTION

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	DRAWN - CH2M HILL	REVISED -	
PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -	
PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

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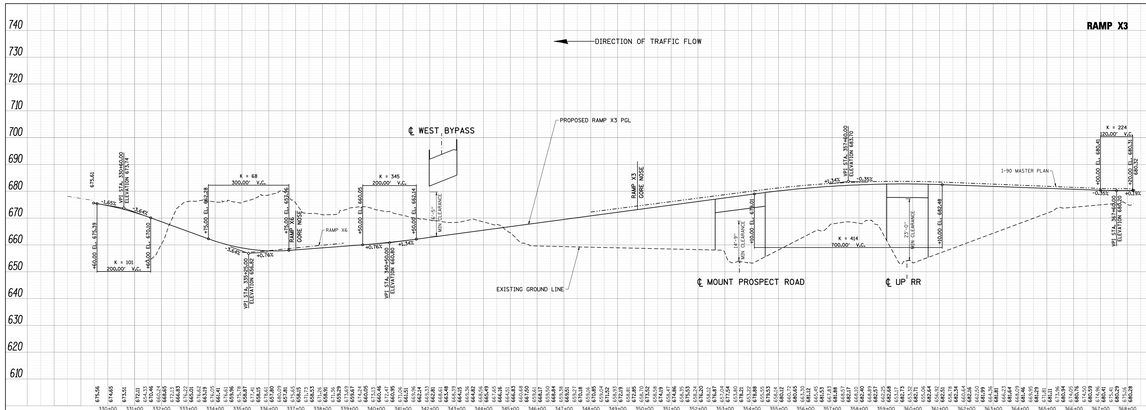
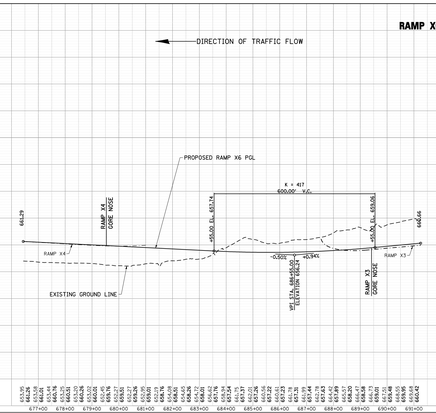
Illinois Department of Transportation | CH2MHILL

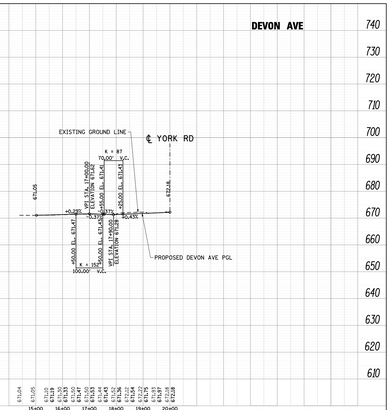
WEST BYPASS & SYSTEM RAMP PROFILES AT JANE ADDAMS MEM TOLLWAY (I-90)

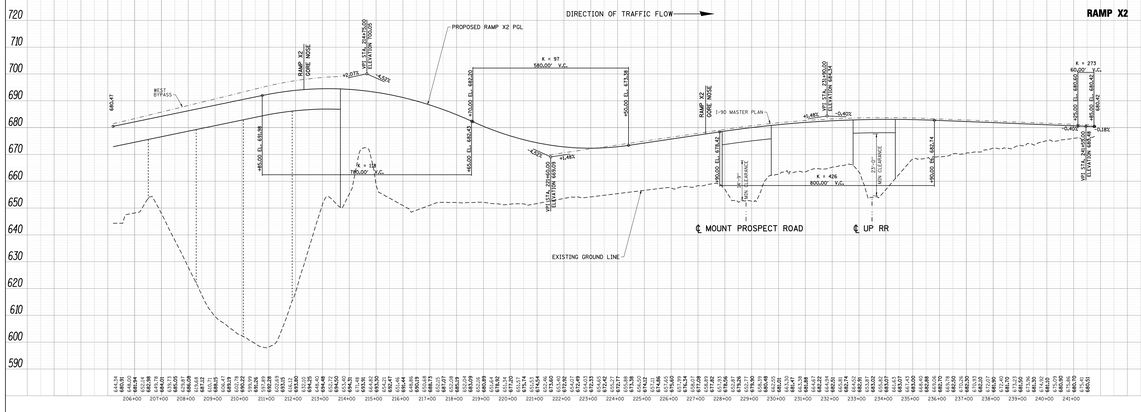
SCALES | SHEET NO. 86 OF 95 SHEETS | STA. 716+00 TO STA. 783+00

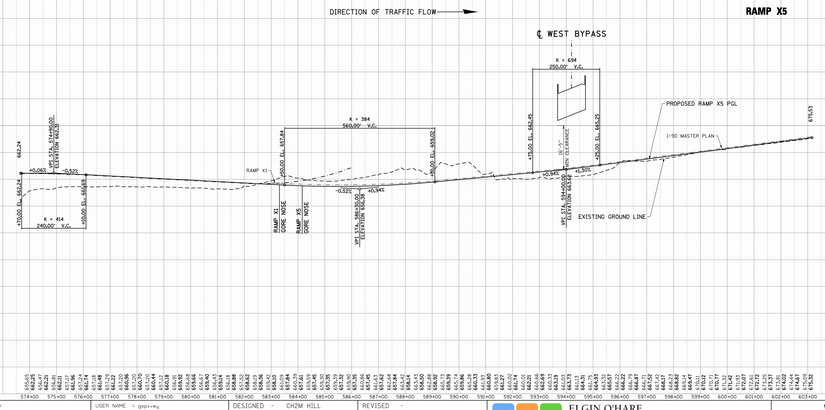
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	86
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

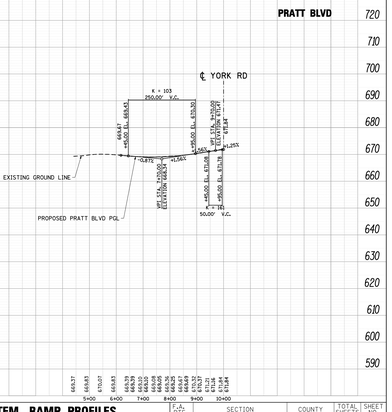








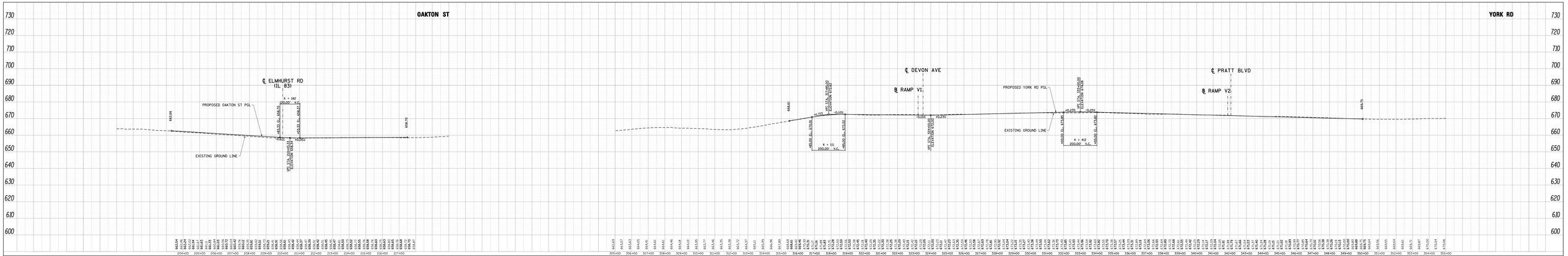


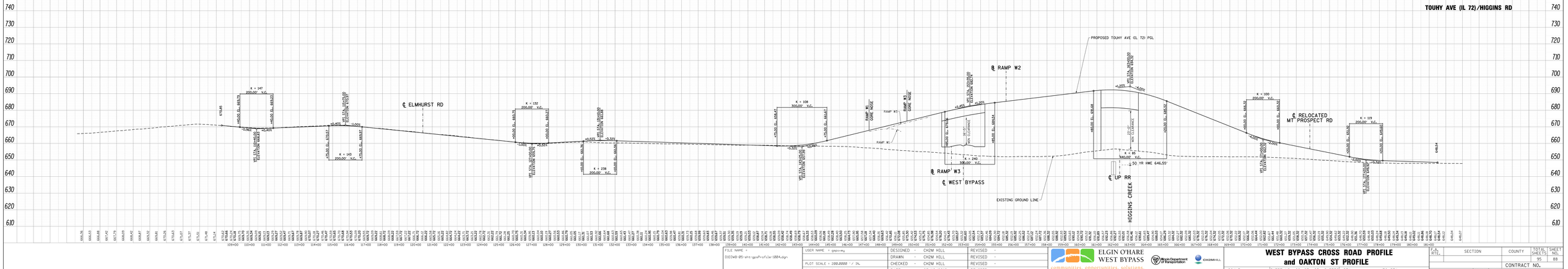


FILE NAME = DIEOW3-I95-sht-geoProfile-1003.dgn	USER NAME = gopinwy	DESIGNED - CH2M HILL	REVISED -	ELGIN O'HARE WEST BYPASS	WEST BYPASS SYSTEM RAMP PROFILES AT JANE ADDAMS MEM TOLLWAY (I-90)
		DRAWN - CH2M HILL	REVISED -	communities. opportunities. solutions.	
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -	Virginia Department of Transportation	CH2MHILL
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	SCALES	SHEET NO. 87 OF 95 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	87
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

NORTH SECTION





FILE NAME = DIE0W0-095-sht-geoProfile-1004.dgn

USER NAME = gapsiewg

PLOT SCALE = 200.0000 ' / IN.

PLOT DATE = 7/16/2012

DESIGNED	-	CH2M HILL	REVISED -
DRAWN	-	CH2M HILL	REVISED -
CHECKED	-	CH2M HILL	REVISED -
DATE	-	07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS

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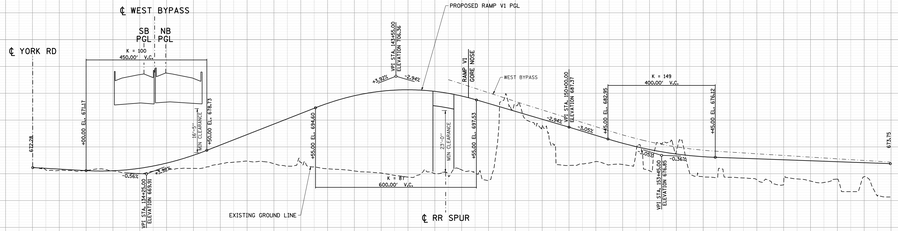
WEST BYPASS CROSS ROAD PROFILE and OAKTON ST PROFILE

SCALES | SHEET NO. 88 OF 95 SHEETS | STA. | TO STA.

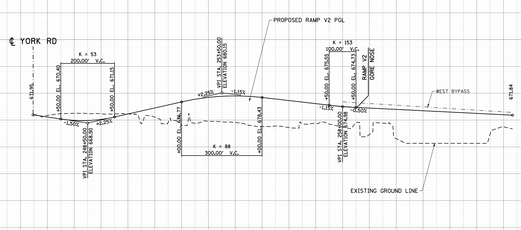
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	88
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

NORTH SECTION

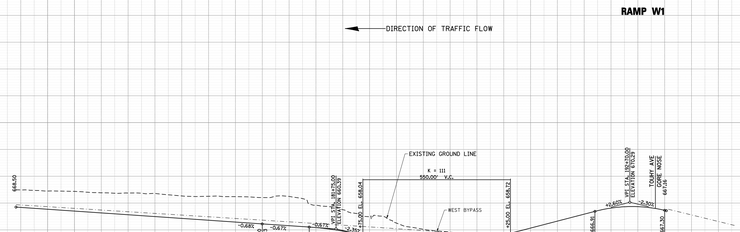
RAMP V1



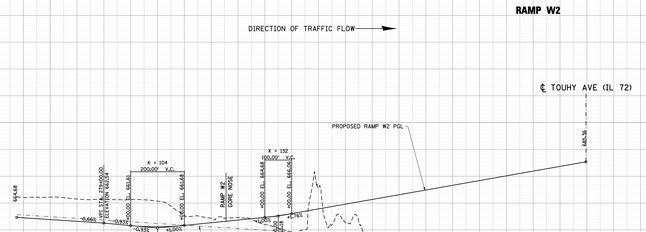
RAMP V2



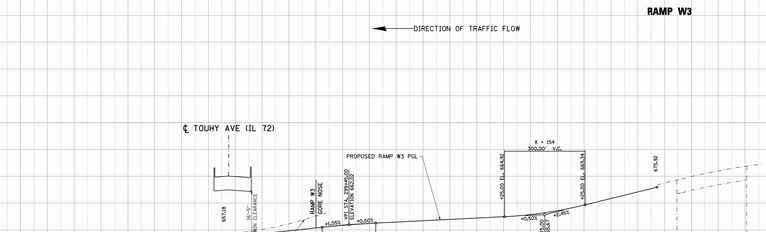
RAMP W1



RAMP W2



RAMP W3



NORTH SECTION

FILE NAME = DIEOWB-B05-sht-geoProfile-1B05.dgn

USER NAME = gopiveg	DESIGNED - CH2M HILL	REVISED -	
	DRAWN - CH2M HILL	REVISED -	
PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -	
PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -	

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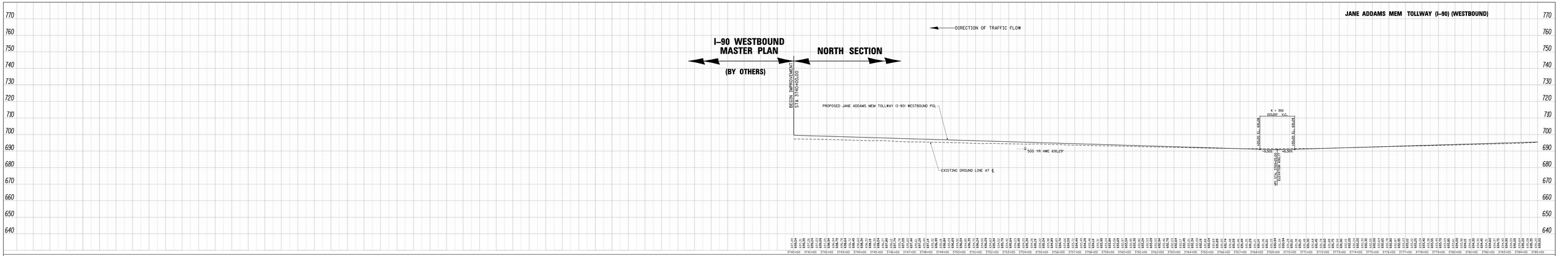
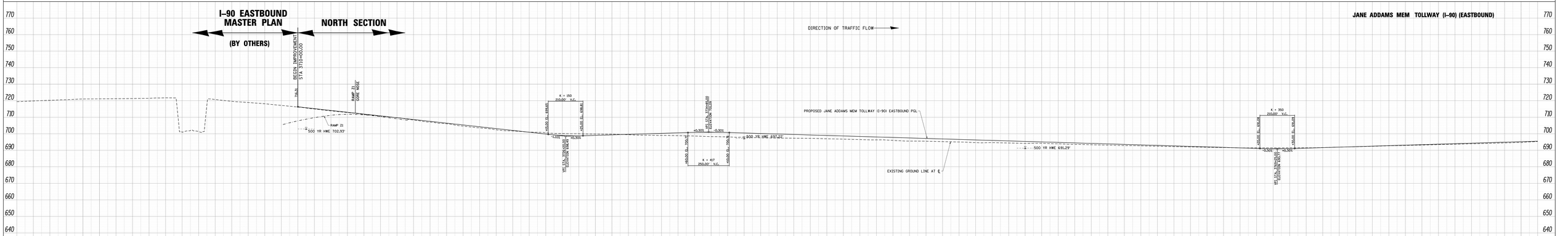
WEST BYPASS
RAMP PROFILES

SCALES | SHEET NO. 89 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	89
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			





NORTH SECTION

FILE NAME = DIE0W0-I95-sht-geoProfile-I80N.dgn	USER NAME = gpsivey	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
	PLOT SCALE = 200.0000 ' / IN.	CHECKED - CH2M HILL	REVISED -
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
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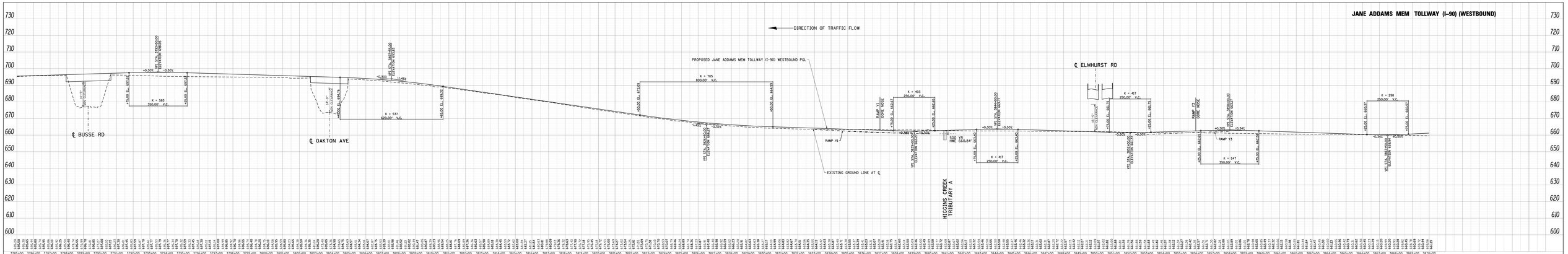
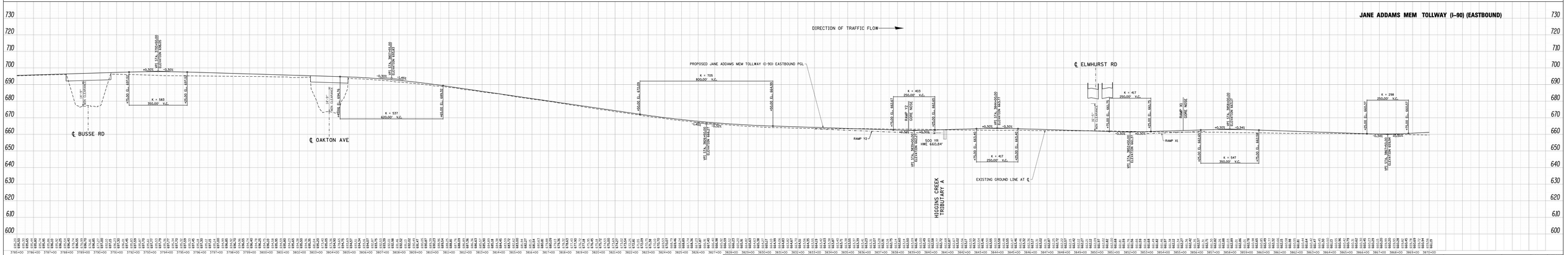
Virginia Department of Transportation
CH2MHILL

JANE ADDAMS MEM TOLLWAY (I-90) PROFILES

SCALES | SHEET NO. 90 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
			95 90
		CONTRACT NO.	
		ILLINOIS FED. AID PROJECT	





NORTH SECTION

FILE NAME = DIEOW@-I95-sht-geoProfile-1007.dgn	USER NAME = gpsivey	DESIGNED - CH2M HILL	REVISED -
		DRAWN - CH2M HILL	REVISED -
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	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

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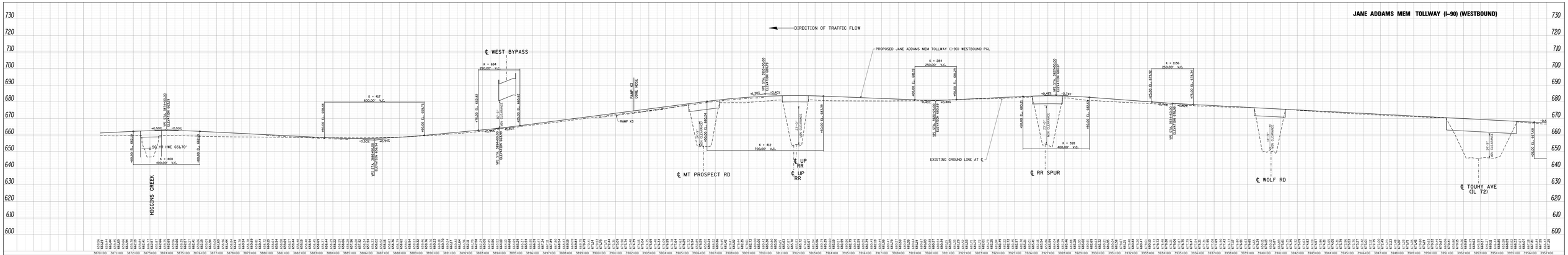
CH2MHILL

JANE ADDAMS MEM TOLLWAY (I-90) PROFILES

SCALES | SHEET NO. 91 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	91
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		


JANE ADDAMS MEM TOLLWAY (I-90) (WESTBOUND)
DIRECTION OF TRAFFIC FLOW
PROPOSED JANE ADDAMS MEM TOLLWAY (I-90) WESTBOUND PGL
℄ WEST BYPASS
RAMP X3 GORE NOSE
RAMP X3
EXISTING GROUND LINE AT ℄
℄ MT PROSPECT RD
℄ UP RR
℄ RR SPUR
℄ WOLF RD
℄ TOUHY AVE (IL 72)
HIGGINS CREEK
50 YR HWE 651.70'
VPI STA. 3874+00.00 ELEVATION 662.69
VPI STA. 3876+00.00 ELEVATION 662.69
VPI STA. 3880+00.00 ELEVATION 658.44
VPI STA. 3882+00.00 ELEVATION 658.44
VPI STA. 3884+00.00 ELEVATION 658.43
VPI STA. 3888+00.00 ELEVATION 658.43
VPI STA. 3890+00.00 ELEVATION 659.74
VPI STA. 3892+00.00 ELEVATION 659.74
VPI STA. 3894+00.00 ELEVATION 662.42
VPI STA. 3896+00.00 ELEVATION 662.42
VPI STA. 3900+00.00 ELEVATION 665.19
VPI STA. 3902+00.00 ELEVATION 665.19
VPI STA. 3904+00.00 ELEVATION 665.19
VPI STA. 3906+00.00 ELEVATION 665.19
VPI STA. 3908+00.00 ELEVATION 665.19
VPI STA. 3910+00.00 ELEVATION 665.19
VPI STA. 3912+00.00 ELEVATION 665.19
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VPI STA. 3916+00.00 ELEVATION 665.19
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VPI STA. 3920+00.00 ELEVATION 665.19
VPI STA. 3922+00.00 ELEVATION 665.19
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VPI STA. 3928+00.00 ELEVATION 665.19
VPI STA. 3930+00.00 ELEVATION 665.19
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VPI STA. 3950+00.00 ELEVATION 665.19
VPI STA. 3952+00.00 ELEVATION 665.19
VPI STA. 3954+00.00 ELEVATION 665.19
VPI STA. 3956+00.00 ELEVATION 665.19
K = 417 600.00' V.C.
K = 400 400.00' V.C.
K = 694 250.00' V.C.
K = 412 700.00' V.C.
K = 284 250.00' V.C.
K = 328 400.00' V.C.
K = 1136 250.00' V.C.
+0.50%
-0.50%
+1.30%
-0.65%
+0.48%
-0.74%
+0.76%
+0.60%
-0.34%
+0.34%
50' CLEARANCE
16'-0" MIN. CLEARANCE
17'-0" MIN. CLEARANCE
16'-7" MIN. CLEARANCE
16'-9" MIN. CLEARANCE
16'-8" MIN. CLEARANCE
+50.00 EL. 658.44
+50.00 EL. 659.74
+75.00 EL. 662.42
+75.00 EL. 662.43
+50.00 EL. 665.19
+50.00 EL. 665.43
+50.00 EL. 665.44
+50.00 EL. 665.73
+50.00 EL. 665.74
+50.00 EL. 665.78
+50.00 EL. 665.79
+50.00 EL. 665.81
+50.00 EL. 665.82
+50.00 EL. 665.83
+50.00 EL. 665.84
+50.00 EL. 665.85
+50.00 EL. 665.86
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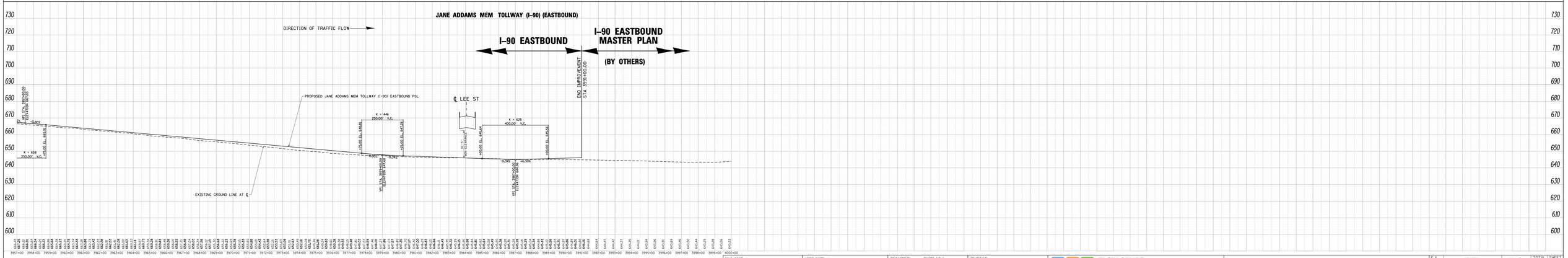
+50.00 EL.



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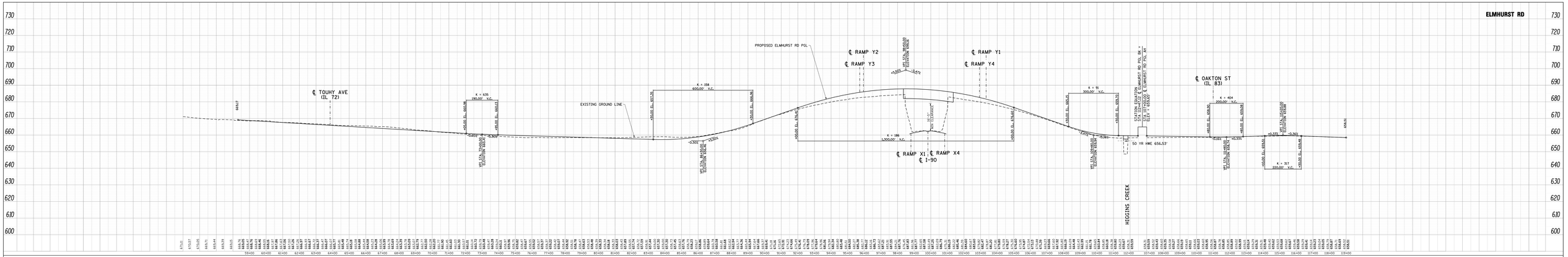
	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.
Illinois Department of Transportation
CH2MHILL

JANE ADDAMS MEM TOLLWAY (I-90) PROFILES

SCALES | SHEET NO. 93 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	93
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



NORTH SECTION

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	PLOT SCALE = 200.0000 ' / IN.	DRAWN - CH2M HILL	REVISED -		
	PLOT DATE = 7/16/2012	CHECKED - CH2M HILL	REVISED -		
		DATE - 07/16/2012	REVISED -		SCALES SHEET NO. 94 OF 95 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	94
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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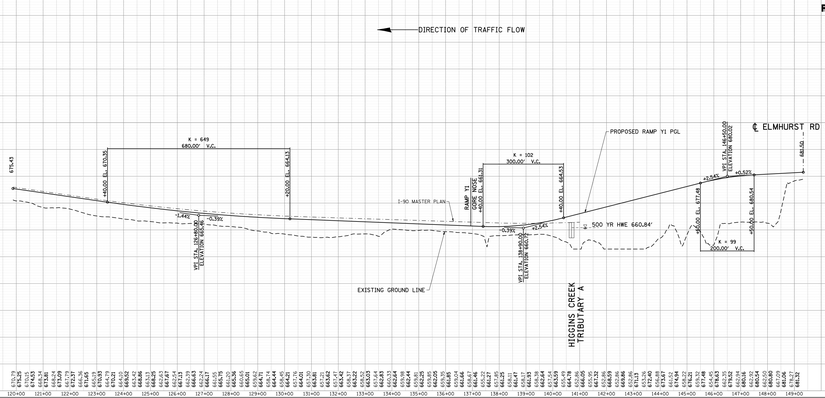

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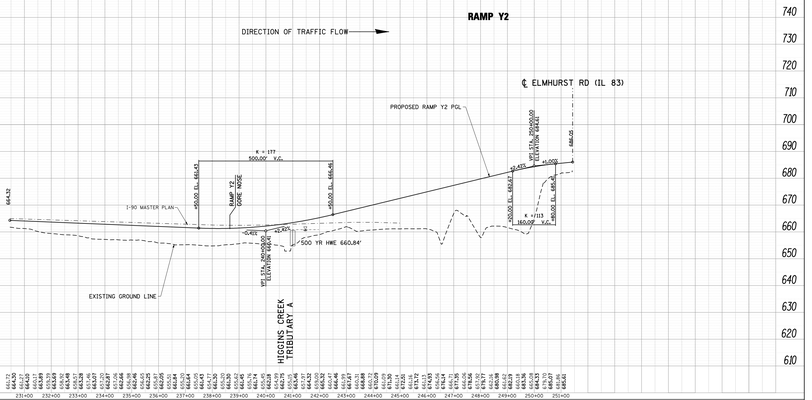

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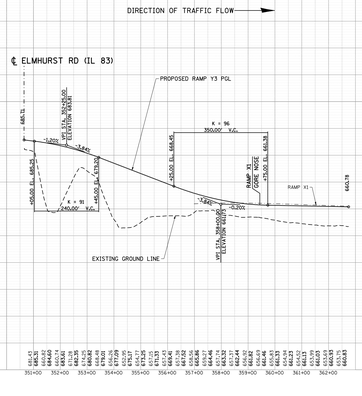

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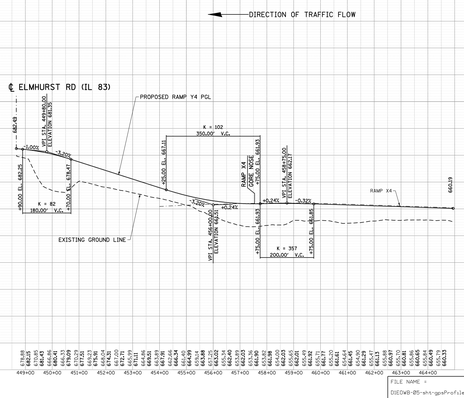

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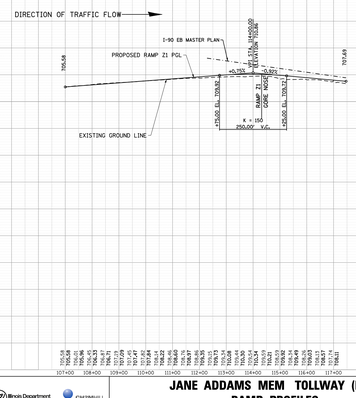

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	PLOT DATE = 7/16/2012	DATE - 07/16/2012	REVISED -

ELGIN O'HARE WEST BYPASS
communities. opportunities. solutions.
Virginia Department of Transportation
CH2MHILL

JANE ADDAMS MEM TOLLWAY (I-90)
RAMP PROFILES

SCALES | SHEET NO. 95 OF 95 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			95	95
		CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			